

WHAT ABOUT THAT CHILD'S EYES?

Are they just as good as his school-mate's—the boy or girl who is forging ahead of him or her? Or is he or she handicapped by some little weakness of the eyes which makes school work a burden and retards progress? Why not be sure about it? An examination of the eyes is the only way to be certain. If glasses are ordered it will be for one reason only—because your child's eyes will suffer without them.

N. LAZARUS

Hongkong's Only European Optician.
12, Queen's Road, Central.

Manager:—Ralph A. Cooper, Registered Optician (Canada.)

The Hongkong Telegraph.

FOUNDED 1861 六拜禮 號七廿月一十英港香 SATURDAY, NOVEMBER 27, 1926. 日三廿月

To-day's ESSEX is the finest ever built. It is the smoothest, most reliable ESSEX ever built. It is the best looking, most comfortably riding ESSEX ever built. And the price, because of volume, is the lowest at which ESSEX ever sold. Its overwhelming public acceptance confirms by actual sales supremacy the outstanding leadership of ESSEX value. Never was that position so clear, and so rightly deserved as to-day.

Touring.....\$2,600 Coach.....\$2,600

INCLUDING COMPLETE SPECIAL EQUIPMENT.

THE DRAGON MOTOR CAR CO., LTD.
33 WONG'N' CHUNG RD.
HAPPY VALLEY

"SUNNING" PIRACY.

A COMMISSION OF ENQUIRY.

TO BE HELD IN PRIVATE.

By order of His Excellency the Governor, a Commission of Enquiry has been appointed to investigate the recent piracy of the China Navigation Company's steamer Sunning.

The terms of reference are divided into four main headings, and the Commission is to comprise six members, with the Hon. Mr. E. R. Hallifax as Chairman. The examination of witnesses is to be conducted in private, and the report and recommendations are to be made as early as possible.

THE PROCLAMATION.

The proclamation ordering the enquiry appears in the *Gazette* and is in the following terms:

By His Excellency Sir Cecil Clementi, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and Dependencies and Vice-Admiral of the same.

Whereas by the second section of the Commissioners Powers Ordinance, 1886, it is enacted that the Governor in Council shall have power to nominate and appoint Commissioners under the public seal for the purpose of instituting, making, and conducting any inquiry that may be deemed advisable and for reporting thereon:

TERMS OF REFERENCE.

And whereas the Governor in Council has deemed it advisable that an inquiry should be instituted, made, and conducted as to the circumstances under which the s.s. Sunning was on the 15th November, 1926, seized by pirates while on the voyage from Shanghai to Hongkong; and in particular—

- to inquire how it was possible for the pirates to get on board the steamer with arms in their possession;
- to inquire how it was possible for the pirates to seize the ship;
- to consider the efficiency of the anti-piracy fittings in the ship and to make recommendations as to alterations and additions, if any, that may be deemed necessary in the s.s. Sunning or other sea-going ships; and
- to consider the supply of armed guards, the number to be carried and their administration.

THE MEMBERS.

Now—Sir Cecil Clementi, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same, with the advice and consent of the Executive Council, hereby appoint you—

The Honourable Mr. Edwin Richard Hallifax, C.M.G., C.B.E.,
The Honourable Mr. Edward Dudley Corscaden Wolfe,
Lieut.-Commander George Francis Hole, R.N.,
Commander Francis N. Miles, O.B.E., R.N.,
William George Goggin, Esq.,
Captain Alfred James Holland, to be Commissioners for the purpose of instituting, making, and conducting such inquiry;

And I do also appoint you, the said Mr. Edwin Richard Hallifax, to be Chairman of the said Commissioners;

And I do also appoint Mr. Alexander William George Herder, Grantham to be Secretary to the said Commissioners;

ACCOUNTANT STEALS \$11,000.

TRACED BY FOLLOWING SWEETHEART.

GETS SIX MONTHS.

Criminal Investigation Department officers investigating the theft of \$11,000 the other day, from a shop at 49, Jervois street, got their man by availing themselves of a very neat device.

Following the receipt of a report from the managing director of the shop, that his accountant had disappeared with \$10,000 in cash, and a further \$10,000 from the bank on return of the deposit receipt, Sub-Detective Inspector Fallon was called into the case, and he traced the whereabouts of the missing man by following a woman with whom the latter was known to be on intimate terms.

A raid was subsequently carried out on a house in Whitfield, and this resulted in the arrest of the accountant and the recovery of the sum, with the exception of \$600, which he had already spent.

When charged before Major C. Willson, at the Central Police Court this morning, Lau Tai, the accountant in question, returned a plea of guilty, and after Sub-Inspector Fallon had related how the police traced and effected his arrest, his Worship inflicted sentence of six months, with hard labour.

DIPLOMATIC MISSION.

SIR AUSTEN CHAMBERLAIN TO VISIT M. POINCARÉ.

Rugby, Nov. 26.
When Sir Austen Chamberlain spends two days in Paris at the end of next week on a journey to the League Council meeting at Geneva, he hopes to pay his respects to M. Poincaré, President of the Council as well as to the Foreign Minister M. Briand.

The statements published in some of the Continental newspapers that the British Foreign Secretary has been endeavouring to arrange other meetings for himself or for statesmen of other countries, are completely devoid of foundation.—*British Wireless.*

KING AND EMPIRE.

MESSAGE TO IMPERIAL CONFERENCE DELEGATES.

London, Nov. 26.
Toasting the Overseas representatives at the Imperial Conference at a dinner given to them in the House of Lords by the Empire Parliamentary Association, Mr. Stanley Baldwin read a letter from H.M. the King, replying to the Loyal Address of the Conference, stating that His Majesty had followed with close interest all the proceedings of the Conference and was convinced that its labours had afforded the world a better understanding and clearer vision of what the British Empire means, and the ideals for which it stands.—*Reuter.*

IN PRIVATE.

And I do further, with the advice and consent of the Executive Council, order and direct that the said Commissioners shall have all the powers, rights, and privileges, set out in the third section of the said Ordinance and that the examination of witnesses shall be conducted in private;

And I do further require you, the said Commissioners, to report to me your findings in the matter of the said inquiry and your recommendations as early as a date as possible.

Given under my hand and the Public Seal of the Colony at Victoria, Hongkong this 26th day of November, 1926.

WAR OUTLOOK.

SOUTHERN GENERAL INTERVIEWED.

ADVANCE ON NANKING.

As the sudden return of General Chang Fat-hui to Canton caused so much speculation amongst the different sections of the community, representatives and correspondents of the vernacular newspapers sought an interview which the General granted. General Chang stated that his return has no political significance, nor is he on any important mission. He was anxious to satisfy a long-kept desire to make an aerial trip and he thus took advantage of the opportunity offered at this particular time when his Command has been given a short respite after the strenuous campaign in Kiangsi. He added that he intended to return to the front in two or three days.

General Chang further stated that the defeat of Marshal Sun Chuan-fang was so complete that it would not be possible for him to rally his men without outside support, as most of his generals are now negotiating with General Chang Kai-shek. As to the situation of Marshal Wu Pei-fu, all his generals had sent their representatives with overtures to the Commander-in-Chief, and their one desire was to stem the tide of invasion into China proper by Marshal Chang Tso-lin.

Regarding Marshal Feng Yuxiang, General Chang said it was confirmed that the Kuomintang Army was in possession of Shensi, and had crossed the western frontiers of Hupoh at a point where it is in touch with the units of the Nationalist armies stationed in that region.

At the close of the interview, General Chang stated the plan of advancing on Nanking had already been begun by the sending of various units to important points.

General Niu Yung-chien, to whom the important mission of winning over the Kiangsu and Anhui forces to the side of the Nationalists has been given, is reported to have arrived at Kiukiang to submit his report of the mission to General Chang Kai-shek. It is likely that he will be given the Chief Command of the Kiangsu forces.

THE FUKIEN FRONT.

A Chinese news agency reports that General Chow Yun-yun on hearing that General Chang Ye had thrown in his lot with the Nationalists, who had elevated him to the rank of an Army Corps Commander, retreated with his force into Chekiang. The latest report is to the effect that he has joined Marshal Sun Chuan-fang at Tientsin. General Fong Sing-to is under orders to proceed to Foochow to co-operate with Admiral Sah, the Civil Governor, to restore order, and organise the civil administration on the lines laid down by the Kuomintang. In the meantime, General Ho Ying-yun continues to hold the supreme military command in Fukien.

It is believed in some quarters that the Southern will take possession of Nanking before the Fengtien armies of relief can be mobilised for active service.

WHARF WORKERS STRIKE.

SHIPPING HELD UP IN AUSTRALIA.

Melbourne, Nov. 26.
Owing to a strike of Jumpers throughout Australia, following their refusal to work overtime, work ceased at noon to-day until Monday morning.

The P. and O. s.s. Moollan will consequently be delayed at Adelaide two days. The situation generally is becoming more serious.—*Reuter.*

COALOWNERS' HARSH ATTITUDE.

SOME REFUSALS TO MEET MEN.

INDIGNATION AT TERMS.

London, Nov. 26.

The Miners' Delegate Conference met to-day to review the course of the negotiations for district settlements, but adjourned without taking any definite action, owing to the inconclusiveness of the negotiations hitherto. The Executive will decide further policy after receiving the district reports on the progress of negotiations.

A resolution, submitted by the Executive, was unanimously carried, expressing the Conference's indignation at the terms offered by the owners in several districts, and inviting the Government's attention to employers' refusal in Nottingham.

HANKOW STRIKE THREAT.

Big Stoppage Possible.

Shanghai, Nov. 27.
A message from Hankow states that there is a possibility of a widespread strike, including servants, washermen, railway workers and shop assistants.

Orders have been given foreigners to lay in stocks of supplies.—*Reuter.*

Bristol, Leicester and Kent not to meet the miners' representatives; and also in Somerset, until the men had resumed.

Mr. A. G. Cook, after the meeting stated that terms had only provisionally been reached in Scotland and Lancashire, but had not yet been submitted to the men.—*Reuter.*

MORE AGREEMENTS.

Later.
There are 441,000 miners working to-day.

In Lancashire and Cheshire the coalowners' and miners' representatives have accepted terms of settlement, including an eight-hour day, the continuance of April rates of pay and a temporary truce for three months.

A conference of coalowners and representatives of miners in Derbyshire has reached an understanding with regard to the terms of agreement.—*Reuter.*

EMERGENCY REGULATIONS.

Rugby, Nov. 26.
The House of Commons was to-day engaged with the further renewal of the Emergency Regulations.

Sir William Joynson-Hicks, the Home Secretary, in moving the renewal, observed that it was the eighth and he hoped, the last time he had risen to move such a resolution. There was something like half a million miners back at work out of the one million who were involved in the stoppage. If in a few days he could satisfy himself that the condition of affairs was such that he could safely waive any or all of the regulations he would get the necessary Order and bring it before the House for immediate sanction. He added, that he was now going to retain the power of prohibiting meetings or processions in his own hands, taking it out of the hands of district Chief Constables. Any prohibition would be made entirely on his own responsibility.

To-day's increase in the number of miners at work is 13,083, making the total 441,571.—*British Wireless.*

WHITE STAR LINE.

ROYAL MAIL LINE TO PURCHASE.

New York, Nov. 26.
It is learned that the sale of the White Star Line to the Royal Mail Steam Packet Company, for \$7,000,000, has been practically decided upon.—*Reuter's American Service.*

CHINA & POWERS.

EFFECT OF ANCIENT FEELINGS.

BASIS OF CHINA'S POLICY.

In the course of a lengthy article on the present situation in China, Mr. Rodney Gilbert, writing in the *N. C. Daily News*, deals at length with the repudiation of the Sino-Belgian Treaty, a step which, he says, Mr. Wellington Koo had no right to take. He continues:

EMOTIONAL INFLUENCE.

And now to-day comes a message from Canton, penned by Mr. Eugene Chen in reply to an international protest against the illegal taxes imposed by the Canton clique which in essence says: "Since you continue to fiddle about with Peking and ignore us, you might as well know that we no longer have any acquaintance with the Diplomatic Body whose members reside in Peking and are aware of no treaties that are binding upon us."

Legally and theoretically neither Wellington Koo nor Eugene Chen is in a position to defy the world in China's name. Both represent unrecognised local federations. As it happens, however, both are expressing the feeling, (though not the thought, because the thought as we conceive it is not there) of 30 per cent. of the Chinese whose sentiments are guided by the trend of China's international relations. The average Chinese is distinctly feminine in all his reactions in stimuli from without. They do not set him thinking, as they do the adult male among us; they stir his feelings. The Chinese is guided in his likes and dislikes, in all his enthusiasms and spiritual reactions generally by his emotions, his intuitions and his traditional regard for his *amour propre*. Long-sighted consideration for his own welfare has little to do with the plans of the individual Chinese, once his sentiments or prejudices are aroused; and, by the same token, far-sighted consideration for China's ultimate best interests has very little to do with the emotional policies that are evolved in such institutions as the Wai-chiaoou and supported by some millions of alert, shrewd, but distinctly feminine minds throughout this country.

ALWAYS THE SAME.

It has long been a tradition among statesmen and diplomats in the Occident that the Vatican and the British Foreign Office stood out, head and shoulders above everything else, for clear definition of their own objectives and consistency in their pursuit of them. This is wrong. China, for 30 centuries has been distinguished by a foreign policy which has never swerved to right or left by the fraction of a degree, but has been consistent throughout. The reason that China, in this respect, outtops all the world is that her policy has never been founded upon consideration for herself or anyone else, has never deviated for more than a moment from a fixed idea, and because that fixed idea has never been shaped by reason, but always by feeling.

The prejudice which has guided all Chinese policy from the beginning of the Chow dynasty to the present is what the psychoanalysts would call "the superiority complex." The introduction into China, through the returned students and the patriots of post-revolutionary times, of a suggestion of the "inferiority complex" has only intensified the passionate hold of the "old superiority complex" upon the Chinese spirit.

THE BASES OF POLICY.

This remains the basis of the policy which Mr. Koo and Mr. Chen are pursuing with such energy at this moment. They are not interested in China's welfare or the prosperity and happiness of her people. The fact that they cannot evolve a respectable Government, giving their people peace, (Continued on Page 16.)

Bulls and Inners

From the Office Butts.

One of the speakers at the "Byndam" dinner said the students were aiming at an enlargement of spirit. We were led to believe that it was a "dry" ship.

"Rent Distress" says newspaper heading. That's what lots of people suffer from.

A contemporary says normal conditions with Canton will be resumed in a month. Which one, though?

"Miners in Queues," says a contemporary's heading. Out here, the workers gave 'em up long ago.

"Interested."—We cannot inform you whether a prize is to be given for the individual who guesses what is under the tarpaulin in Pedder Street.

"Many of the so-called modern ailments were known under different names hundreds of years ago" states a London physician. The same with the modern evening dress. It used to be called lingerie.

When a woman tells a man she will be a friend to him, she frequently changes her mind and marries him.

There might be more intelligence displayed in China if those Generals weren't constantly losing their heads.

A European statesman is named Krenszynski. The best way to pronounce it is to first sneeze and then swear.

"For Sale.—Large Navy Pram" reads an advertisement in the *South China Morning Post*. We trust that Nelson's famous signal has not been overlooked.

We do not know why a man should be called a "live wire" unless it is because he is capable of shocking other people.

We wonder whether the "Byndam" would remain a dry ship if a referryndam were taken on the question?

We were rather surprised that more Hongkong ladies did not enter such a kneesy competition as an ankle-judging contest.

Men's felt hats of plum, greengage and russet hues are now the fashion at Home. Quite fruity!

Things are still dull in Ice House Street. Even the thermometer is going down.

One advantage which the horse has over the motor car is that he can be started much easier in cold weather than in hot.

By the time a man learns to keep silent, he generally knows quite a lot worth saying.

The fact that the Ederle family has moved into a palatial home seems to show that the whole household has got into the swim.

From the *China Mail*:—"December 25—His Lordship the Bishop at St. John's Cathedral, 11½ at 12 on December 23 or 24 (will Bishop of London) who is expected a.m." To which may be added "forward to the visit of Local churchmen are looking this distinguished preacher."

At the opening of an industrial exhibition, Australian cadets played a fanfare on trumpets. It is not true that Hongkong cadets have challenged them to a trumpet-blowing contest.

A large porpoise has been washed ashore at the Isle of Wight. Such an occurrence near Hongkong would have been spelt in two letters, thus—"poor puss!"

We overheard a well-known resident remark in the Peak tram the other night, that he should "travel light" when he went Home. He probably intends to pay his rent before he goes.

The correspondent who asked how to fatten poultry in Hongkong, should throw them off China Building. They would certainly come down plump!

An American candidate states that he is neither "wet" nor "dry." He will probably find his political bier.

"Floating University: Spirit of the Cruise," says a newspaper heading. Water on board and cocktails ashore, we believe.

Polished hard coal is said to be a good substitute for jet in the manufacture of rings. The one drawback, however, is the prohibitive cost.

Ireland is said to be getting richer every year. Of course—her capital's Dublin.

In Philippines politics at the moment, the question of the hour is: "Which is the stronger, the Wood or the bark?"

Perhaps it's only natural that "wet" orators in America have been unable to set the country on fire.

Lots of folk who know what's what don't figure in "Who's Who."

"Big words make large holes in one's income."

Judging from the amount of perfume some of the ladies use, they must be 100 per cented Americans.

Where there's a bill, there's a pay.

In some parts of Hungary, farm labourers are paid in vegetables. Occasionally, a man asks for an increase in his week's celery.

The American explorer, Mr. Roy Chapman Andrews, is not likely to discover any more ancient eggs owing to danger of interference from bandits. In the meantime local hotel residents might induce him to fit out an expedition to Hongkong.

Concrete facts don't usually come from wooden heads.

Until a girl settles down, her father usually settles up.

With so many motor cars about, people take life easy—and often fling.

An electron is the smallest unit of matter. Wives should remember that when they are searching for an effective description to fling back at their husbands.

Plum is now the favourite colour in ladies' clothes. It used to be fig.

The O.B.I. is awarded to Messrs. Whitenay, Laidlaw Co., Ltd., for their keen foresight in solving the financial stringency, by offering to provide various styles of "blow-outs" for the Festive Season at the moderate price of 25 cents each.

"You cannot clean up the Bolshevik trouble in China with soft soap" remarked a writer in a Home contemporary. We quite agree. It requires grit.

Some of our men-folk who let their hair grow so long must be afraid of being taken for a snapper.

Before the Powers revise the Chinese Customs, we would suggest that they first of all abolish the custom of annual civil wars.

We reckon that the wild and woolly gunmen of the West have nothing on wilder and woollier gunmen of the East.

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Musical Tiffins

12 to 2 p.m. \$1.00

Dinner Dances

8 p.m. to Midnight... \$1.50
(Including Saturdays)

Special Dinners

May be ordered on Saturdays only—Special Menu—at \$3.00 per cover.

Saturday Dinner Dansants

No extra charge for non-diners, all are welcome to enjoy mirth and Music.

Choice Fare and The Best Wines, Spirits, Cigars, Etc.

Make a Special point of visiting the
Cafe Restaurant Parisien.

PIRATES OF PENZANCE.

PHILHARMONIC SOCIETY'S
PRODUCTION.

"The Pirates of Penzance," which is to be presented at the Theatre Royal next month, promises to be one of the most successful of the Gilbert and Sullivan operas produced by the Hongkong Philharmonic Society. Since "Iolanthe" was performed last December, the Society has lost a number of its principals, but has succeeded in discovering other talented artists who will fully uphold the high standard set in the past.

Among those who have left the Colony are Mr. and Mrs. S. Collett, Mrs. Matheson and Mr. G. H. Flery. Fortunately, Mrs. Bowes Smith, who will be remembered for her fine performance of Phyllis in "Iolanthe," is still with us. She will take the part of Mabel, one of the most, if not the most difficult role in all the Gilbert and Sullivan operas. Mr. Brock interprets the George Grossmith part of Major General Stanley, one of Gilbert's typically humorous studies, and Mr. Richards will be Frederick, the apprentice.

The newcomers include Mr. Keown, whose fine baritone voice has been heard many times on the concert platform, and who will appear as the Pirate King. Mrs. R. C. Watt takes the part of the Pirate Maid and the Sergeant of Police is humorously portrayed by Eng-Liut. Bedells, R.N.

The Plot.

The plot is interesting. Frederick, apprenticed to a pirate, by Ruth the pirate maid of all work, is just twenty-one and proposes to leave the band and devote himself to their extermination. He wishes to leave Ruth behind, but the pirate king insists that he take her with him. However on seeing the "bevy of beautiful maidens" he finds that Ruth has deceived him, and that Mabel is his true love.

The pirate band enters, and captures the ladies, who are all daughters of Major General Stanley, but on finding that the latter is an orphan, release them, at the same time electing them "members of our band."

The curtain rises on the second act with the Major General in the throes of remorse, for having "told a regular terrible story" in that he is not an orphan boy, but Mabel consoles him by reminding him that Frederick's devoted followers are at hand. Thereupon the famous "Pirates' Chorus" enters.

Frederick, however, is stopped by Ruth and the King, who inform him, he is still a member of the band, and he being "a slave to duty" admits this, and betrays the General.

The pirates enter and in their encounter with the Police, defeat the latter, only when commanded "In Queen Victoria's name" to submit in their turn. The General then orders them to be taken away, but on being informed by Ruth that "they are all noblemen gone wrong" orders them to "resume their legislative duties," at the same time handing them his daughters. The opera ends happily with the fair Ruth of summers forty-seven, reclining on the manly breast of the Sergeant of Police.

Mr. Fleming is the conductor and under his supervision an excellent chorus has been got together. The Society's orchestra has been augmented for the occasion by the "Ubiquitous" orchestra, trained by Mr. D. S. H. Hill, and will consist of twenty-five musicians.

Booking opens on Monday next at Anderson's, the prices being \$3, \$2 and \$1, soldiers and sailors being admitted at half price to the \$2 and \$1 seats.

Kenneth Drysdale Mitchell (12), of Lenham Road, Sutton, Surrey; George William Whitfield (15), of Dudley Street, Bilston, Staffordshire; and three other children have each won £100 for an essay on the advantages of bananas as food.

A TORNADO.

ANOTHER DISASTROUS
BLOW.

Littlerock, Ark., Nov. 26. At least thirteen were killed in a tornado which swept the northern part of Arkansas.—*Reuter's American Service.*

New York, Nov. 26. Sixty were killed and 150 injured, according to latest information available, as the result of a tornado in Arkansas and Missouri, suddenly sweeping many homes in a number of scattered towns and hamlets last night, amidst rejoicings and merry-making on Thanksgiving Day, besides destroying nearly all the telephone and telegraph lines.

Later. It is estimated the 30 were killed and 50 injured at Heber Springs, Cleburn County, where a dozen blocks of buildings were mown down by the hurricane. The streets are choked with debris. Many houses caught fire, adding to the horror.

Eight were killed and 30 injured at Moscow, Arkansas. Three were killed and 20 injured at Bransville, Missouri, where a church and most of the business premises were destroyed.

Many were enjoying the Thanksgiving dinner when there came the ominous rumbling of an approaching tornado, succeeded in a few seconds by a pandemonium, the shrieks of women and children penetrating the roar of the wind.—*Reuter's American Service.*

TO KEEP "FIT" IN
THE EAST

daily regularity is of the first importance. If troubled with constipation, sick headache, bile, flatulence, or liverishness, take a

Pinkettes

little dose of Pinkettes to-night; "you'll feel better in the morning." Of chemists, or post free, 60 cents the visit from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

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Lonesome and Sorry
The Girl Over There
Honey Bunch
Chinese Moon
Me Too
Rhythm of the Day
Irish Home Sweet Home
Barcelona
Bobodilla
Who Loved You Best
Wanna Go Back Again
Blues
Somebody's Crazy About You
The Two of Us

AT

ANDERSON'S

PIRATES!

LEON ERROL
is to be seen

SUNNING

himself in
the role of

BUCCANEER

at the

QUEEN'S THEATRE
TOMORROW IN

Clothes Make The Pirate

2.30, 5.10
7.15, 9.20

All the way, from
Straight Comedy thro'
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often leads to
extreme weakness,
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enriches the blood,
aids digestion and
leads to increased
weight and better
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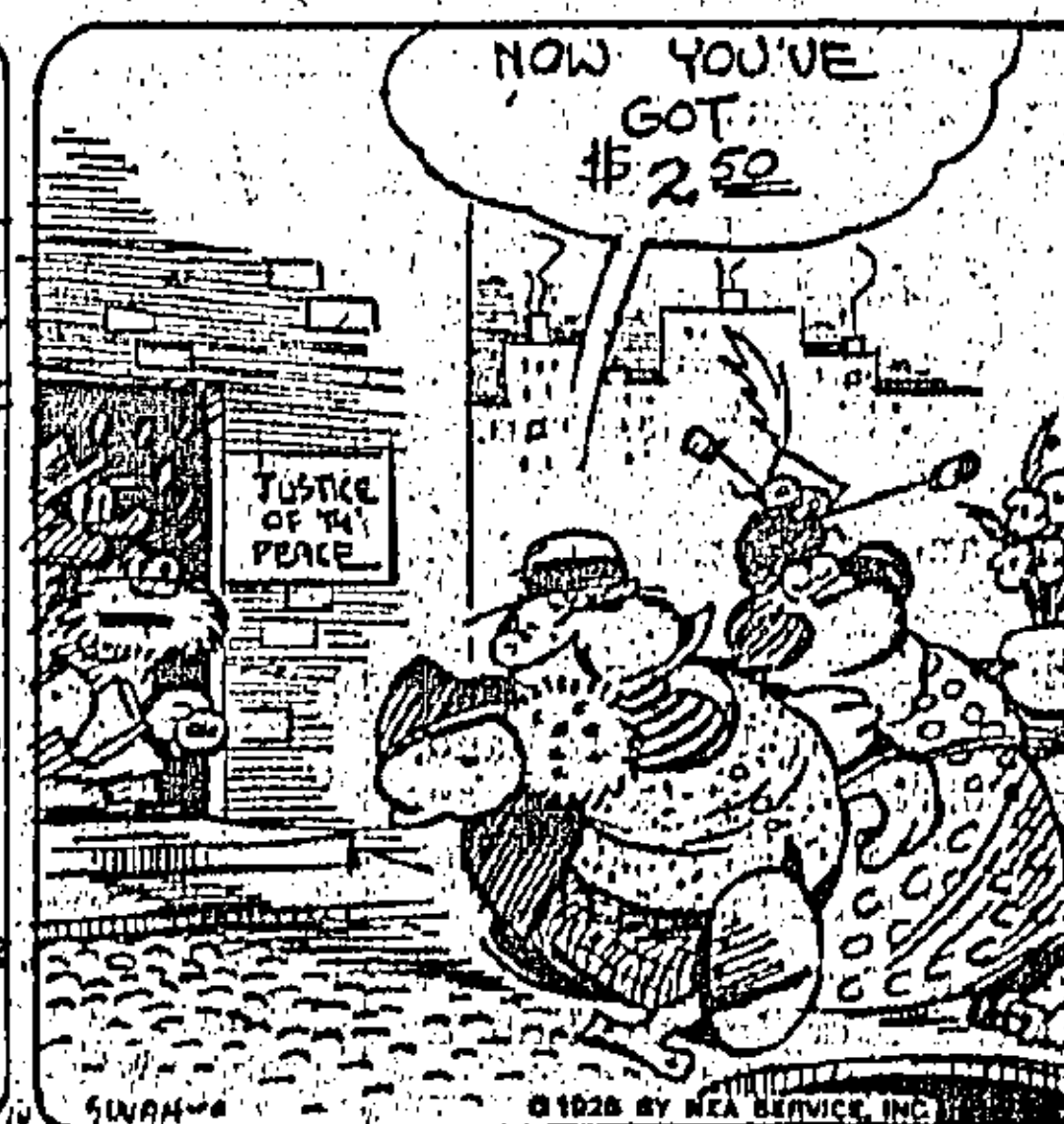


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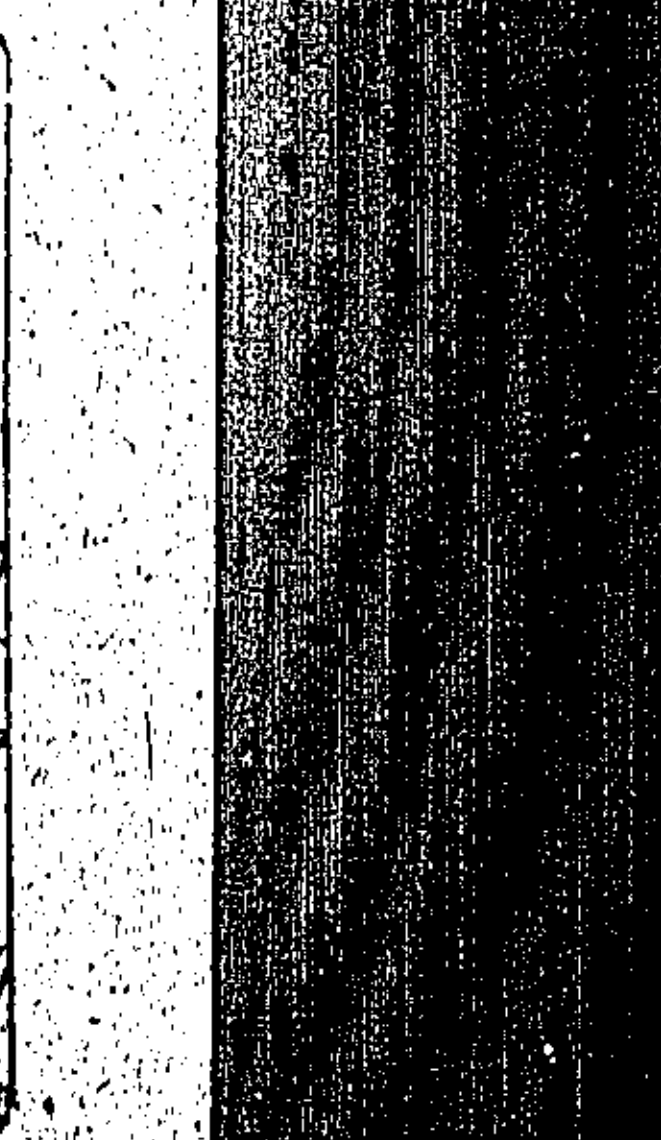
SALESMAN SAM

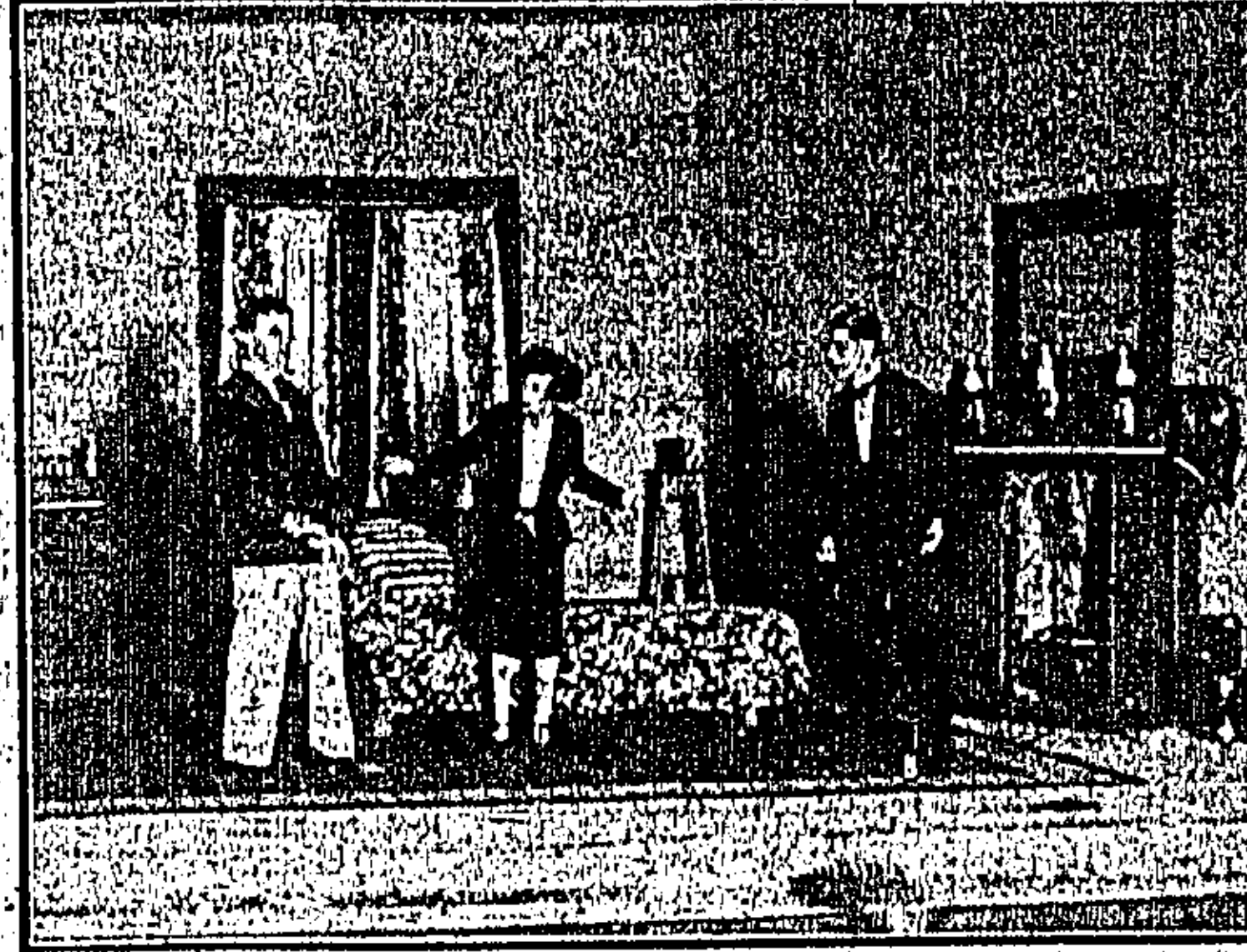


No Justice for the Justice

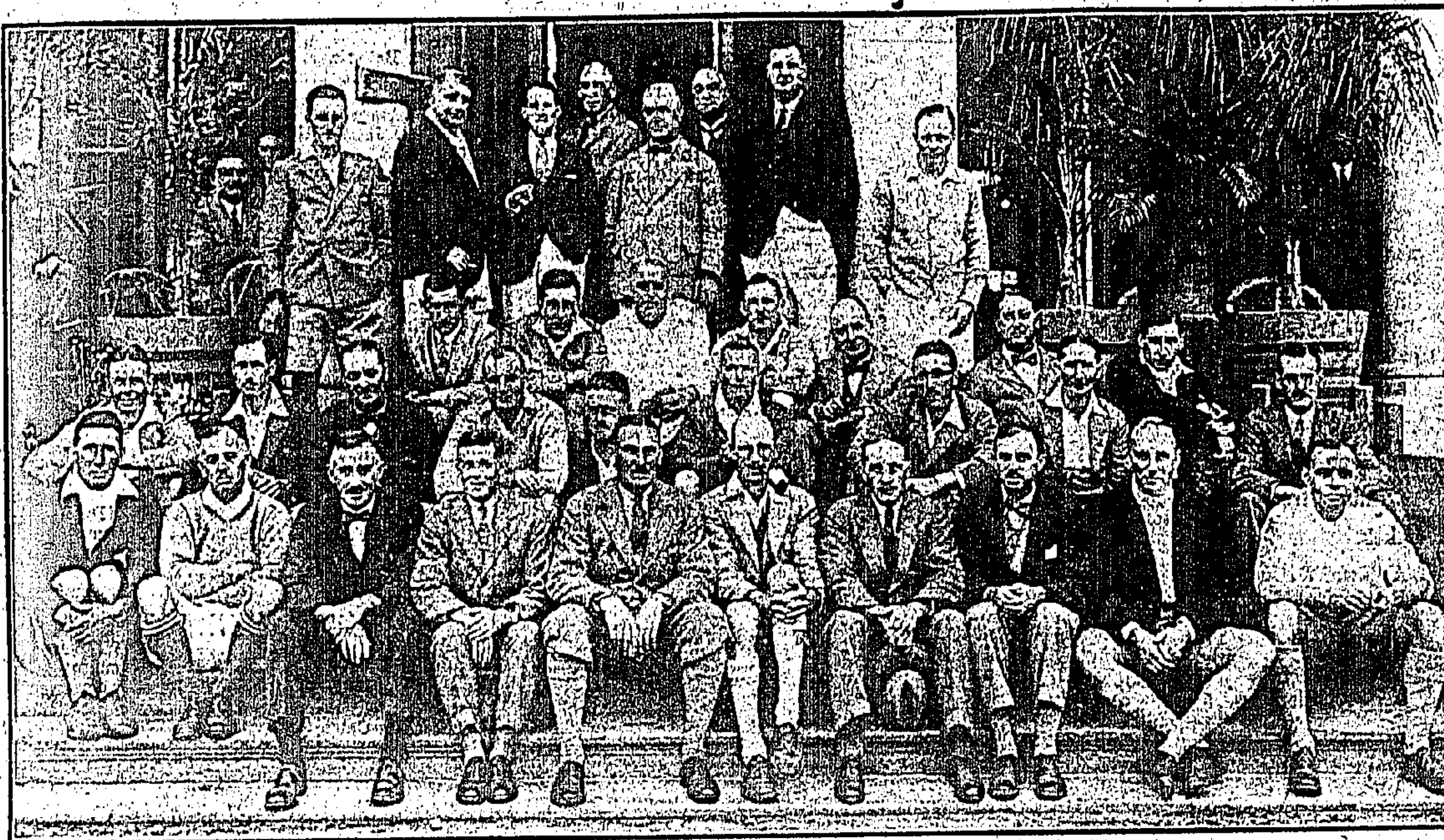


By Swan

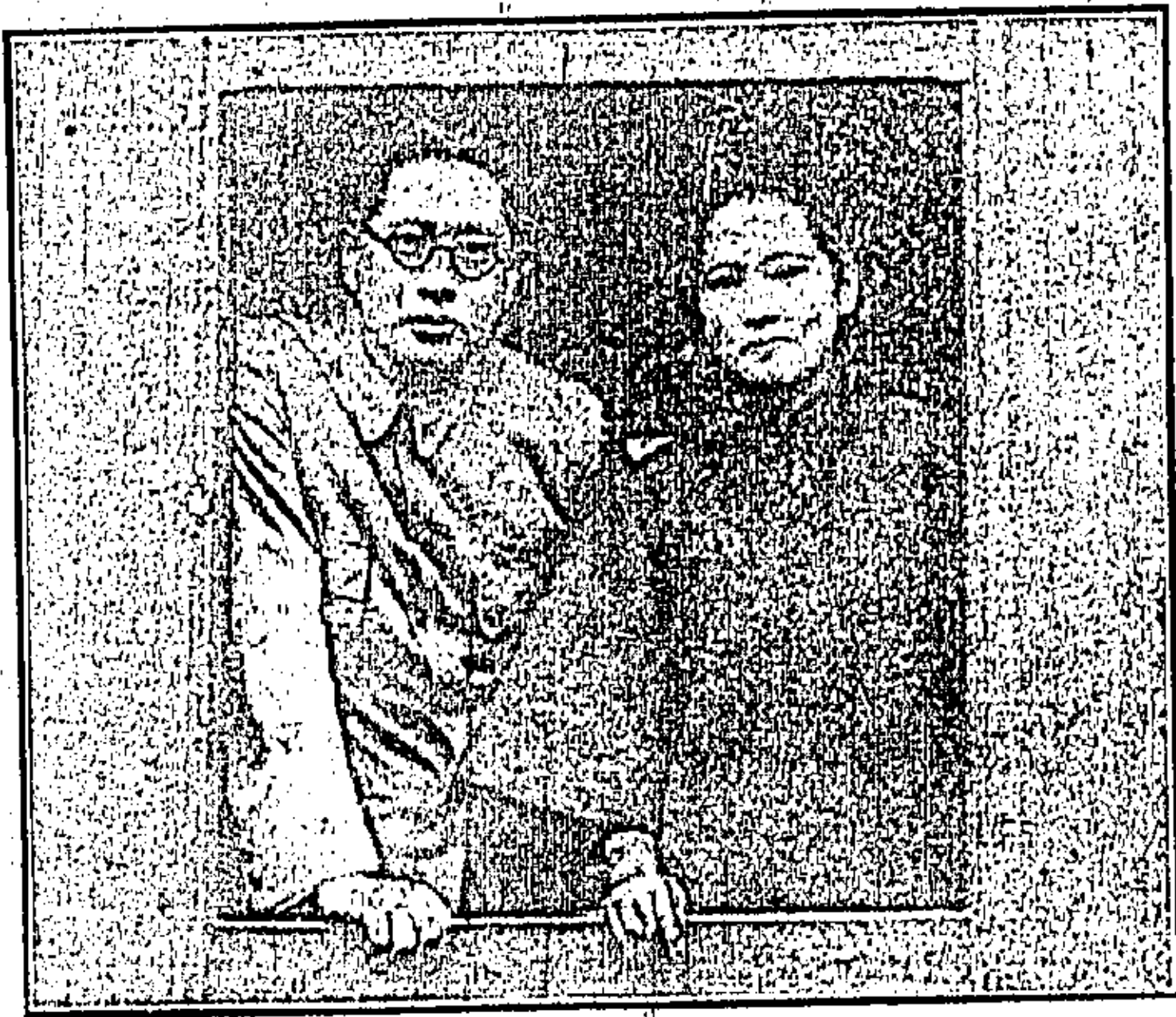




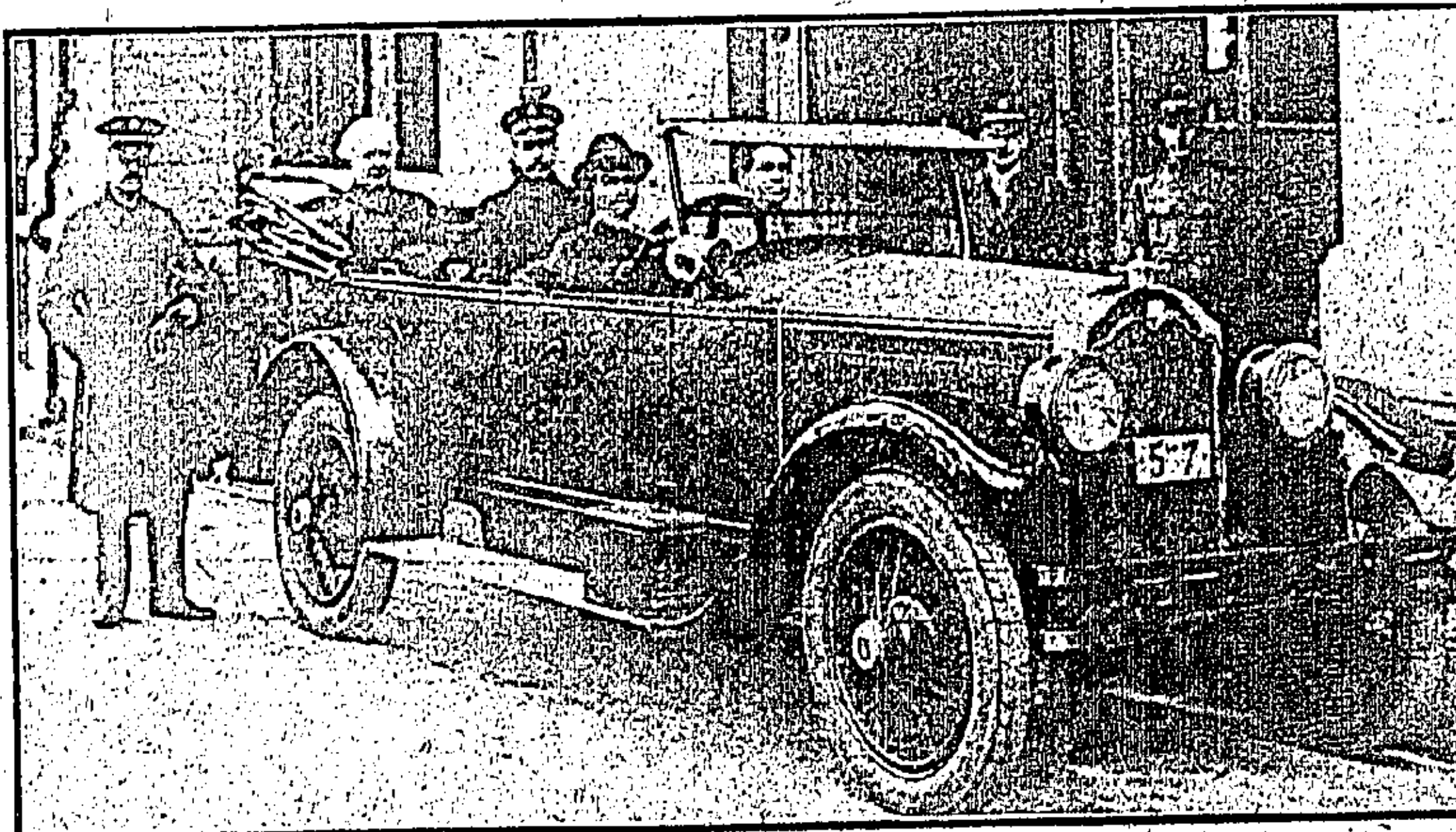
The Hongkong A.D.C.'s recent productions. On left is a scene from "The Man in the Bowler Hat," whilst on the right is shown an incident in "The First and the Last." (Photos: Ming Yuen.)



This group was taken at Fanling on the occasion of the annual golf match between the St. George's and St. Andrew's Societies, which resulted in a victory for the former. (Photo: Ming Yuen.)



Mr. T. V. Soong, Minister of Finance in the Nationalist Government, leaving Canton by rail with his sister, Madame Sun Yat-sen, when leading officials departed to survey conditions in the newly-occupied territories.



General Bramwell Booth, head of the Salvation Army, is here seen (seated in back of car without hat) outside the Hongkong Hotel. (Photo: Mei Cheung.)

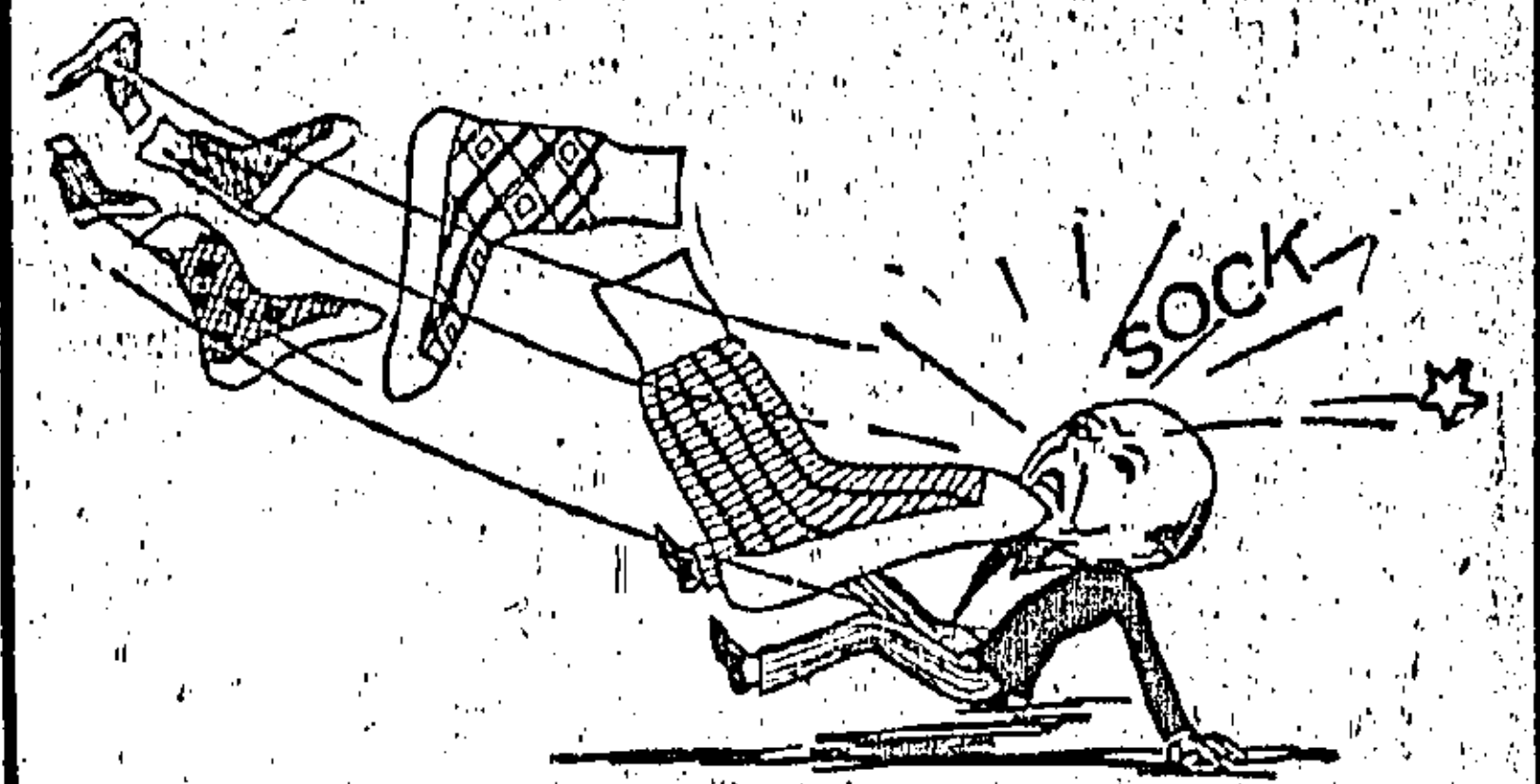


Officials and players of the South China Athletic Association, taken before the match with H.M.S. Tamar last Saturday. Seated (marked with cross) is Dr. C. T. Wang, the well-known Chinese statesman.



Our picture shows Mr. G. S. Richardson's famous Alsatian wolf dog, Leo of Florence, winner of many prizes at Home.

Striking Effects in Socks!



Our great variety of Socks in plain colours, mixtures, checks and striped designs, offers ample scope for expressing your individual taste.

Prices range from \$2.00 per pair on which we allow a discount of 10% for cash.

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Try the Kwong Lee Store where you will find absolutely reliable quality, good service and lowest prices.

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Entrance Facing QUEEN'S THEATRE

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ROYAL & CO.

The Leading Shoemakers

Established 15 Years.

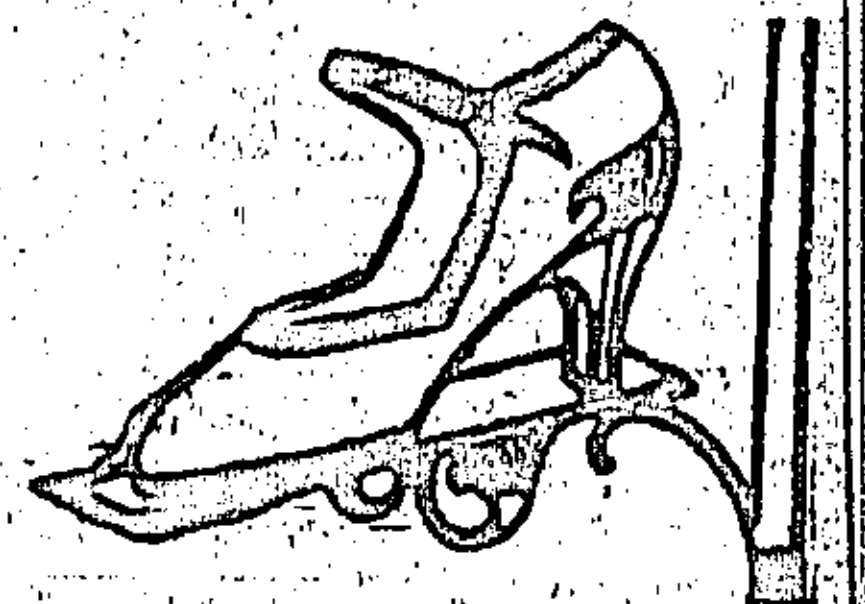
All styles made to order.

Dancing Shoes a Speciality.

New Leathers Just Arrived
Shoes re-covered in all
colours, fabrics and leathers

No. 1, D'Aguilar Street,

Telephone C. 3237



Take her to the Pictures!

WHITEAWAY'S LADIES' HAND BAGS



A SPECIAL LINE IN BEAD BAGS

We have just received a Special Line in Ladies' Bead Hand Bags. Nice colouring and really exceptional value.

Size 1 \$2.50
Size 2 \$3.75

LEATHER HAND BAGS & VANITY CASES
From \$4.50

CALL AND INSPECT

WHITEAWAY, LAIDLAW & CO.,
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—
1392, 1342, 1397, 1441, 1444,
1455, 1463, 1453, 1512, 1516,
5, 26, 32, 38, 72, 80, 88,
102, 101, 110

WANTED.

WANTED.—To buy or exchange Beal's Catena of Buddhist Scriptures and Abstract of Four Lectures on Buddhist Literature. Communicate by letter to Box No. 119, care of "Hongkong Telegraph."

WANTED.—The undersigned is prepared to purchase all kinds of LADIES' and GENTLEMEN'S Winter and Summer second-hand clothing. Communicate by letter with J. Nobrohn, 63, Nathan Road, Kowloon, Hongkong.

PREMISES TO LET.

TO LET.—European house, No. 1, Hart Avenue, Kowloon. Apply within.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—A three roomed European FLAT on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemaze.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

COMMODOUS Ground Floors of Nos. 16, 16 & 17, Connaught Road C, and First Floor of No. 16, Next P. and O. Bldg. Suitable for shipping offices. Apply S. K. Trust Ltd., 25, Connaught Road C.

TO LET.—For 12 months or longer (immediate possession or early Spring) HOUSE in Peak district, near motor road, fully furnished. Write Box No. 112, care of "Hongkong Telegraph."

TO LET.—"Stowford No. 2," 46, Bonham Road, three stories, six rooms, five bathrooms, kitchen, servants' quarters, recently repaired and renovated. Apply DEACONS, Prince's Building.

TO LET.—One European House with six rooms, servants' quarters, bathrooms, garden and garage, known as No. 2, Argyle Street, Homantin. Please apply to Box No. 117, care of "Hongkong Telegraph."

INVESTMENT shares negotiated in small or large lots: houses and flats managed or rented for owners going home. Mortgages arranged on secured properties yielding good interest. Apply The Hongkong Small Investors' Share & Real Estate Co. Tel. C.4630.

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GENERAL BROKERS.

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nd floor.

CHINA AUCTION ROOMS.

4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.
E. V. M. R. de SOUSA.

NEW ADVERTISEMENTS.

NOTICE.

A. A. Lopes, Share & General broker, has this day removed his office from Alexandra Building to Exchange Building, 4th floor.

ST. STEPHEN'S COLLEGE.

Prospect Place, Bonham Road.

The new School Year begins December 13. Entrance Examination for New Boys, Saturday, December 11th at 9.30 a.m. For prospectus, for boarders and day-boys, apply

ST. STEPHEN'S COLLEGE,
Prospect Place.

ANNOUNCEMENT.

INSTITUTION OF ENGINEERS
AND SHIPBUILDERS OF
HONGKONG.

A. J. Chesterton Esq., (Member).
Assisted by G. F. Taylor Esq., (Member).

will lecture on:—

"RADIO."

on MONDAY.

the 29th November, 1926,
commencing at 5.45 p.m.

Practical demonstrations will be a feature.

Members and friends (including ladies) are cordially invited to be present.

Chairman,

L. J. BLACKBURN, Esq.,

Vice President.

A. LANDSBERT,

Hon. Secretary.

HONGKONG JOCKEY CLUB.

The Sixth Extra Race Meeting will be held (weather permitting), at Happy Valley, on Saturday 27th November, 1926, at 2.30 p.m.

The first bell will be rung, at 2 p.m. The charge for admission to the Public Enclosure will be \$1.00 for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead and Davis at \$5.—each up to Friday 26th November 1926.

The charge for admission for Ladies to the Members' Enclosure will be 2.—Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

CHURCH SERVICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road, Tram Station. Sunday Services: at 11.15 a.m. Subject: "Ancient and Modern Necromancy, Alibi Mesmerism and Hypnotism Denounced." Wednesday: Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday: 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

St. John's Cathedral, Hongkong. November 28th, 1926. Advent Sunday. Holy Communion: (8 a.m.) Sunday School: (10 a.m.) Matins: (11 a.m.) Preacher: The Lord Bishop. Subject: The World's Call to the Church. Litany for the Sick (12 noon). Evensong: (6 p.m.) Preacher: Rev. H. Copley Moyle. Subject: Christ's Vitality. A Social gathering will be held in the Cathedral Hall after Evensong. A cordial welcome will be extended to all Service men and others. There will be music and light refreshments.

SOUTHAMPTON DOCKS.

BIG EXTENSION SCHEME IN HAND.

Rugby, Nov. 26. Work is to be started immediately on the Southampton Docks scheme for largely increasing the accommodations available. The scheme will cost £18,000,000, and involve the reclamation of over 400 acres.—British Wireless.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions from John Fleming Esq., Special Manager of The Russo Asiatic Bank (in Liquidation) to sell by Public Auction,

on MONDAY,
the 29th November, 1926,
commencing at 11 a.m.

At the premises of The Russo Asiatic Bank's Office, Prince's Building, Chater Road.

Valuable Office Furniture and Fittings,

comprising:—
Chubb Safes, Teak Desks, Teak Counters, Typewriters, Shannon Filing Cabinet, Copying Press, Chairs, Tables, etc.,

also

One Milners' Strong Room Door.

Catalogues will be issued.

On View on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, 24th Nov., 1926.

PUBLIC AUCTION.

The Undersigned have received instructions from the Trustee of A. Kwai & Co., (in Bankruptcy) to sell by Public Auction,

on TUESDAY,
the 30th November, 1926,
commencing at 2.30 p.m.

at The Hongkong Soap & Soda

Factory, Shum Chun Street,

Mongkok.

The Goods of A. Kwai & Co.,

stored therein (Hardware, etc.).

Terms:—As Customary.

LAMMERT BROS.,
Auctioneers.

SILK GOODS

at

KOMOR & KOMOR

to be sold at

WHOLESALE PRICES

for

TWO WEEKS

—

We received a consignment of up-to-date

Scarfs, Dress-lengths, Hosiery, Kimonos,

Costs, etc., etc. Call early and have your

choice.

KOMOR & KOMOR

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS,
LIMITED.

From LEITH, MIDDLESBRO',

ANTWERP, LONDON & STRAITS.

The Steamship,

"BENGLOE,"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd December 1926 will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 17th December 1926 or they will not be recognized.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd December 1926 at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 26 November 1926.

MRS. SEKAI

MASSAGE.

Tel. No. G. 4433, 2nd Floor

2, Duddell Street, Hongkong

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THE WORLD LADIES' and GENTLEMEN'S

HAIRDRESSING SALOON.

38, Nathan Road, Kowloon.

Tel. No. K. 1378.

—

Most up-to-date Hairdressing Saloon for ladies and

gentlemen. Splendidly situated in the heart of the

European section. Competent, experienced men as well,

as lady hair-dressers.

Beauty work attended to by Madame Alma, with

latest equipments and methods.

Specialties of our Ladies' Beauty Parlor:—Mani-

curing, Facial Treatments, Scalp Treatments, Shampoos,

Bobbing, Shingling, Marcelling, Permanent Waving, etc.

We open daily from 8 a.m. to 8 p.m. except

Sundays from 10 a.m. to 1 p.m.

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THE NAVY'S CHOICE

Coates'

ORIGINAL

PLYMOUTH GIN

OBTAINABLE. EVERYWHERE.

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DANCING

A DANCE

will be held at the

Palace Hotel

Kowloon

on

TO-NIGHT

the 27th November at 9 p.m.

The Black & White

Syncoated Orchestra

will be in attendance

with all the latest jazz music.

Ladies are cordially invited.

—

SCHOOL HEALTH.

HOW PRESENT SYSTEM IS

WORKING.

Rugby, Nov. 26.

The annual report of the Chief

Medical Officer of Health, dealing

with the health of school children,

states that although there is a

steady and undiminished stream

of defects among children entering

schools at five years of age those

leaving at fourteen are better phy-

sically in every way than the chil-

dren of twenty years ago.

There is not more disease, but

more disease is being treated

through the existence of

the school medical service.—

British Wireless.

POST OFFICE NOTICE.

NOTICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Correspondence for Canton will be forwarded by train if so super-scribed. Such correspondence must be posted not later than 7.30 a.m. at the General Post Office or 7.40 a.m. at Kowloon Post Office for despatch by the Express Train scheduled to leave Kowloon Railway Station at 8.05 a.m. and to arrive at Canton at 12.20 p.m.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

XMAS LETTER MAIL VIA SIBERIA FOR THE UNITED KINGDOM.

Xmas letter mail via Siberia for the United Kingdom will be closed in the G.P.O. at 10.30 a.m. on Monday, the 29th inst. per s.s. "Suwa Maru."

This mail is due in London on or about the 20th December.

INWARD MAILS.

From	Per	Due
Shanghai	Nanning	Nov. 27.
U.S.A. Canada, Japan and Shang-	President Jackson	Nov. 27.
hai	Suwa Maru	Nov. 28.
Straits	Sinking	Nov. 28.
Shanghai	Emp. of Asia	Dec. 1.
Canada, U.S.A., Japan and Shanghai	President Taft	Dec. 1.
Manila	President Jackson	Dec. 2.
Manila	President Jackson	Dec. 2.

OUTWARD MAILS.

For	Per	Date
Shanghai	Szechuen	Sat., Nov. 27, 2.30 p.m.
Shanghai	Cannarvonshire	Sat., Nov. 27, 5 p.m.
Java via Batavia	Macassar Maru	Sat., Nov. 27, 5 p.m.
Manila	Chinkiang	Sat., Nov. 27, 5 p.m.
Manila	Pres. Jackson	Sun., Nov. 28, 9 a.m.
Swatow, Amoy and Formosa	Kailo Maru	Sun., Nov. 28, 9 a.m.
Shanghai, Japan, Honolulu, U.S.A., C. and S. America, "Canada and Europe via San Francisco	Siberia Maru	Mon., Nov. 29.
	Registration	8.15 a.m.
	Letters	8.30 a.m.
	(Due San Francisco 24th December).	
Straits and Calcutta	Pooksang	Mon., Nov. 29.
	Parcels	9 a.m.
	Letters	10 a.m.

Shanghai, Japan and Europe via Siberia (letters and papers special-ly superscribed "Via Siberia" only)

Swatow and Bangkok

Swatow, Amoy and Fochow

Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles

Straits

C. E. WARREN & CO., LTD.**Monumental Specialists**

Monumental and Memorial Work of every description carried out in Marble, Granite, etc.,

Designs, Suggestions and Estimates submitted free of charge.

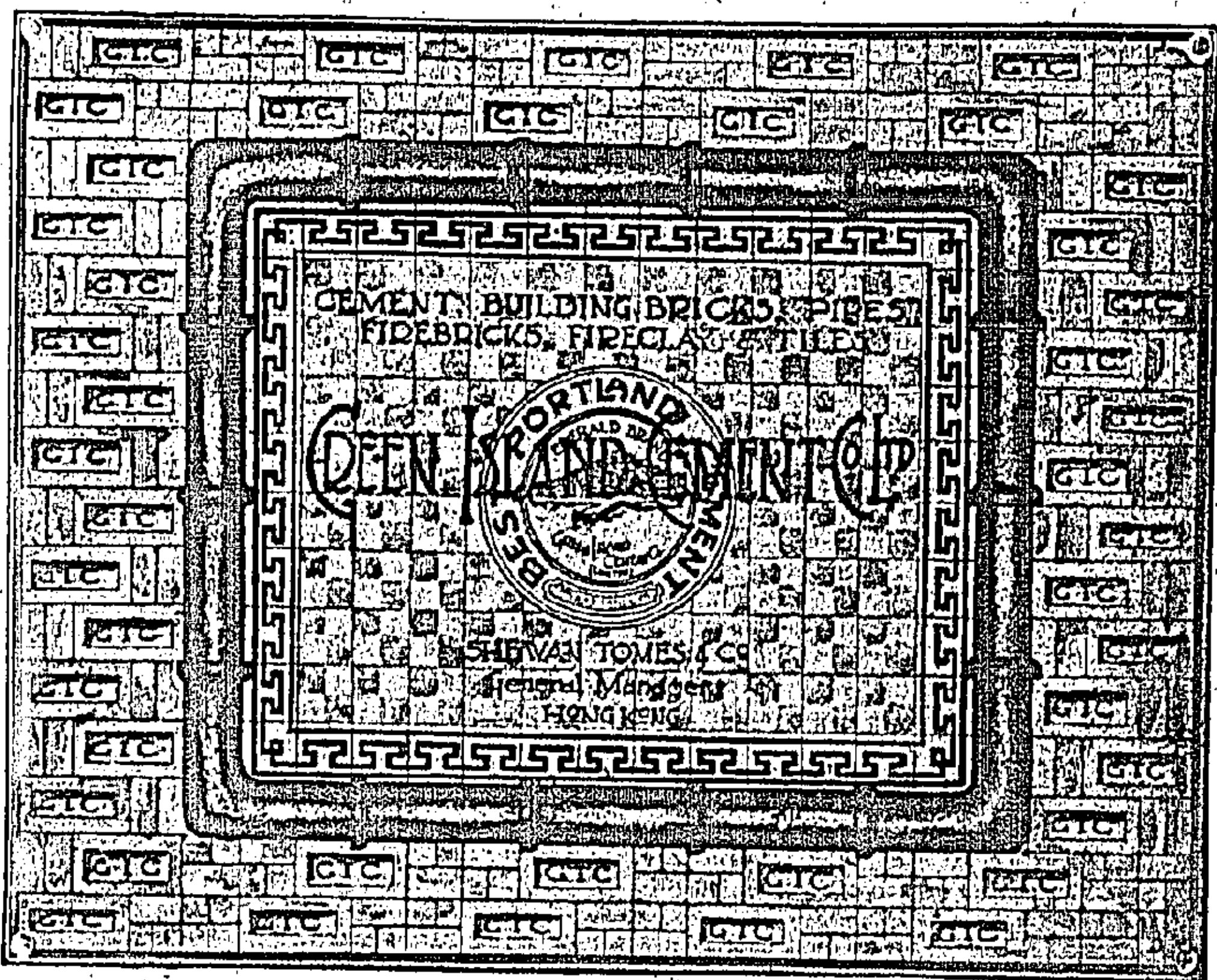
Address Enquiries to:—

C. E. WARREN & CO., LTD.

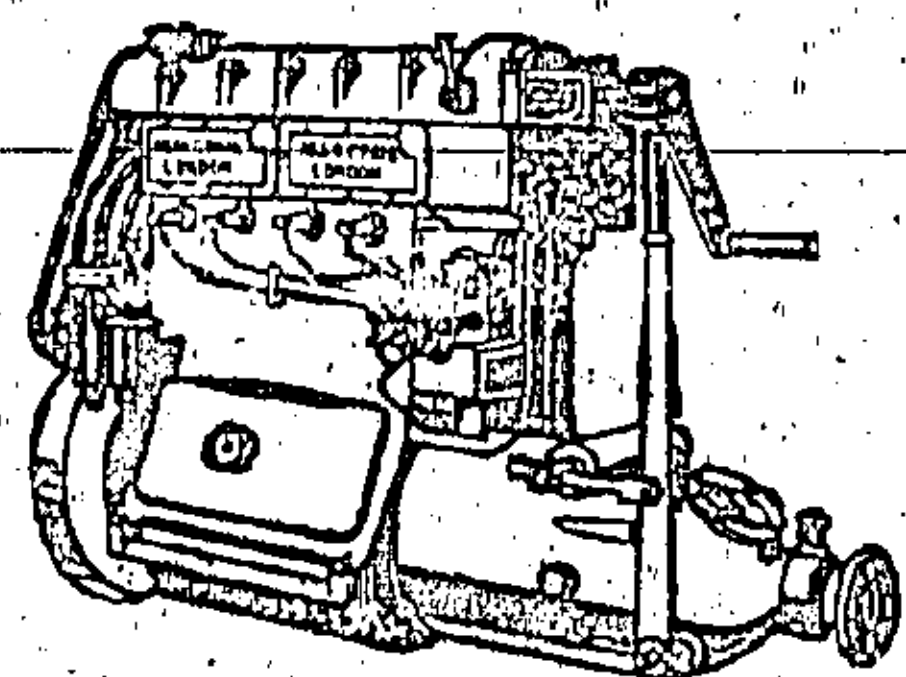
CHINA BUILDING, HONGKONG.

(Opposite side entrance Queen's Theatre)

TELEPHONE C. 269.



AILS A CRAIG BRITISH MARINE MOTOR



4-6 H.P.	2	Cylinder
6-8 "	2	"
10-14 "	4	"
16-20 "	6	"
20-24 "	4	"
28-36 "	6	"

OVERHEAD VALVES. RELIABILITY—SMOOTH RUNNING.

All these are yours and more, when you put in an Ailsa Craig no trouble Marine Motor. The motor as supplied to H. M. The King, British Admiralty, Board of Trade and Royal National Lifeboat Institution.

Sole Agents **Dodwell & Co., Ltd.** Phone C. 1030

THE MODERN YOUTH.**WIDOW OF BISHOP MAKES DEFENCE.**

A defence of modern youth by a woman of 76, Mrs. Creighton, widow of a former Bishop of London, was a striking feature of the Church Congress Southport.

Older people, she said, did not realise what a difficult time this was for youth, with disillusionment in the air.

"They must not believe they had a claim on the gratitude of the young, who asked, 'Why should I owe you gratitude? You brought me into the world for your own pleasure; I did not ask to come.'"

Mrs. Creighton said that in the past children were looked upon as the property of their parents, and especially their fathers, and as existing for the good of their parents.

All that was now changed. The modern depot in the family was the child, not the father. Parents were supposed to exist for the good of their children, not children for the good of their parents.

The war had precipitated the change. Men who had faced responsibility on the battlefield could not be expected to submit to parental rule.

The New Family Life.

Whatever the elders might think about it, the young at present meant to be independent and it was clear that the whole character of the relationship between old and young was changing.

How were parents to meet this? Parents, whether father or mother, should have an individual life of their own. They should not, as they often gloried in doing, live for their children.

No form of selfishness was so insidious as family selfishness. The devotion of parents, especially, perhaps, of mothers, could be mere selfishness.

It was often asserted that the attitude of the young at present, and especially since the war, amounted to a revolution, that the individual parent was powerless to resist the tendency of the age. Revolt was in the air. The young were determined to go their own way, to defy authority. They should not try to shut their eyes to the greatness of the change which was taking place. To resist it would be futile. They had to seek the good in it, to discover how the evil was to be avoided and work with the good.

Why Be Grateful?

The elders were first in the field, and they must hand on what they learnt to the next generation. But the mistake was to hand it on as the final truth.

The advantage of being the first in the field would be lost by the leaders if they tried to make too much of it. They might believe that they had a claim on the gratitude of the young, but

there was really no answer to the question, sometimes consciously, sometimes unconsciously, put by the young: "Why should I owe you gratitude? You brought me into the world for your own pleasure. I did not ask to come."

Gratitude should never be demanded or expected. It was a gracious gift.

At present there was a tendency to fuss much too much about the young. They were treated and spoken of as if they were a caste, even if they were not treated as untouchables.

Youth as A Castle.

"We isolate them. We plan separate organisations of all kinds for them, and we grieve when they refuse to fit into the organisations which we created. We watch and notice and criticise, but, although we may persuade ourselves to the contrary, that does not mean that we understand. We generalise from our imperfect observation, and so the young, like the working classes, or our domestics, or those we speak of as 'the poor' really, become a caste in our thinking."

"Perhaps we, elders, when we look back with regret to the cultured leisure, to the comfortable prosperity, to the well ordered homes of Victorian days, do not sufficiently realise what a difficult time this is being for the young."

"There is disillusionment in the air. Everything is being questioned. We see the immense need for hard, steady work and some of the young ask, 'Why should I work and others, What is the good of any work? What purpose is there in life at all?' and they go on to drown thought in a feverish rush after pleasure which leaves them still unsatisfied."

"Yet there are plenty of signs of their capacity for response to

THE JOLLIEST TOY SHOP IN TOWN

LANE, CRAWFORD'S

MAKE THE "KIDDIES" HAPPY
— AND YOU'LL BE —
HAPPY TOO.

ARTS & CRAFTS FURNISHING SHOWROOMS

(opposite the racecourse)

SHANGHAI.

Remind you of the High-class Furnishing houses in London, New York and Paris where you may inspect the most modern styles or faithful reproductions of English American or French Periods as shown by their Exhibition of

**FURNITURE
FABRICS
CARPETS**

Decorative Plaster
and metal work
stained and
leaded glass.



any real call, as quick and ready as was the response in those first days of the war.

"What they need is the inspiring call; the leader who will show them the great cause. We need prophets, and there seems to be no word from the Lord."

"We elders must give what leadership we can; not so much by trying to point out special work to be done, or the need for hard work, as by the courage with which we do our own work, by the way in which we regard it, by our joy in it, by our constant effort to press forward."

The Queen has set a new fashion, or, rather, revived an old one, by taking to wearing a Shetland shawl, several of which she has bought since she went North. Her Majesty used to don them some years ago, but then put them aside.

The great thing about Shetland shawls is that no two of them are alike, so that one cannot have the dissatisfaction of getting a beautiful pattern only to find one's pet enemy wearing a similar thing.

It is said, but never been proved, so far as one knows, that a couple of pounds of the yarn used will stretch to a distance of 30 miles!

Real tear gas was used during the mimic battle on the hills south of Bagshot. When a battery commander indicated that his guns were firing tear gas shells an umpire with the enemy was notified and he emptied a canister of gas at the place indicated. The gas was not sufficient to cause injury, but men who hesitated to fix their respirators immediately found it impossible to restrain their tears.



Genuine **Borsalino** means:

High grade Felt, up-to-date Style

Distinguished Colour

All that you desire in Comfort and Durability Useless to enquire



Borsalino, Antica Casa

THE SINCERE CO., LTD.

Agents.

FOR RELIABLE QUALITY AND SURE SATISFACTION COME TO US

We specialize in embroidery, silk shawls, cushions, genuine lacquerwares, ivoryware, bric-a-bracs, handbags and vanity cases, perfumery, lampshades, parasols, unique imitation jewelry, silk articles of all kinds, Swatow drawn work and also stencilled and batik work made to order.

Your inspection is cordially invited.

PANDORA

39a Queen's Road Central

TELEPHONE 2559.



GLAXO builds firm flesh, plenty of strong bone, and a sound constitution. It contains nothing whatever to harm baby or cause him pain. That is why if Baby is fed on Glaxo he will progress steadily day by day into happy childhood. Give your Baby Glaxo—the food doctors recommend and give to their own babies—the food that has successfully reared the children of 5 Royal Nurseries. It will make yours a bonnie Baby too.



"Builds Bonnie Babies"

Sole Agents—

W. R. LOXLEY & Co.

SCIENTIST DISCOVERS "BETA" RAY.

DR. W. D. COOLIDGE ANNOUNCES HIS FINDING.

An astounding discovery which may make it possible to do wonders in science now only dreamed of by fantastic writers of strange fiction has been announced by Dr. William David Coolidge, assistant director general of the General Electric Company's research laboratories in Schenectady, New York.

It is claimed that his discovery makes it possible to produce a radium ray with such volume as now could only be possible from a ton of that rare metal. And a ton is itself an impossible conception, for it is 2,000 times more than all the radium known in the world.

America is reveling in excitement over this announcement of what is conceded to be one of the most marvellous scientific discoveries of the age. The new scientific agent is said to be comparable in importance to the initial discovery of the X-ray and radium. Dr. Coolidge proclaimed its wonders before the Franklin Institute in Philadelphia in a noteworthy address at that institution. He declared that apparently its medical and commercial possibilities are unlimited.

It cannot be used in warfare he said, however, the ray only being projected so far to an extent of three feet.

"The method simply is the producing of a high voltage cathode outside the generating tube," Dr. Coolidge said in explaining his discovery. A cathode is the negative terminal of an electric source.

It is declared that Dr. Coolidge has now made it possible for scientists to work with a volume in one of the most important rays obtained from radium as would emanate from a ton of that rare metal, or 2,000 times more than now is known in the whole world.

If a ton of radium could be refined it would be worth a hundred billion dollars.

"The Beta" Ray.

The Coolidge process produces what is called the "Beta" ray, and it is expected to prove useful in treatment of cancer and other malignant disease. Under its powerful beam, the deadliest germs will be destroyed. It has varied uses, and Dr. Coolidge declares it can produce an ornamental lacquer for metals vastly greater in durability than anything in existence.

Dr. Coolidge said he has by this process already turned sugar to acid, grown hair on rabbits, killed insects and bacteria, altered the colour of grey granite to luminous, multicoloured shades, solidified liquids, transformed invisible gas into a yellow powder hitherto unknown to scientists.

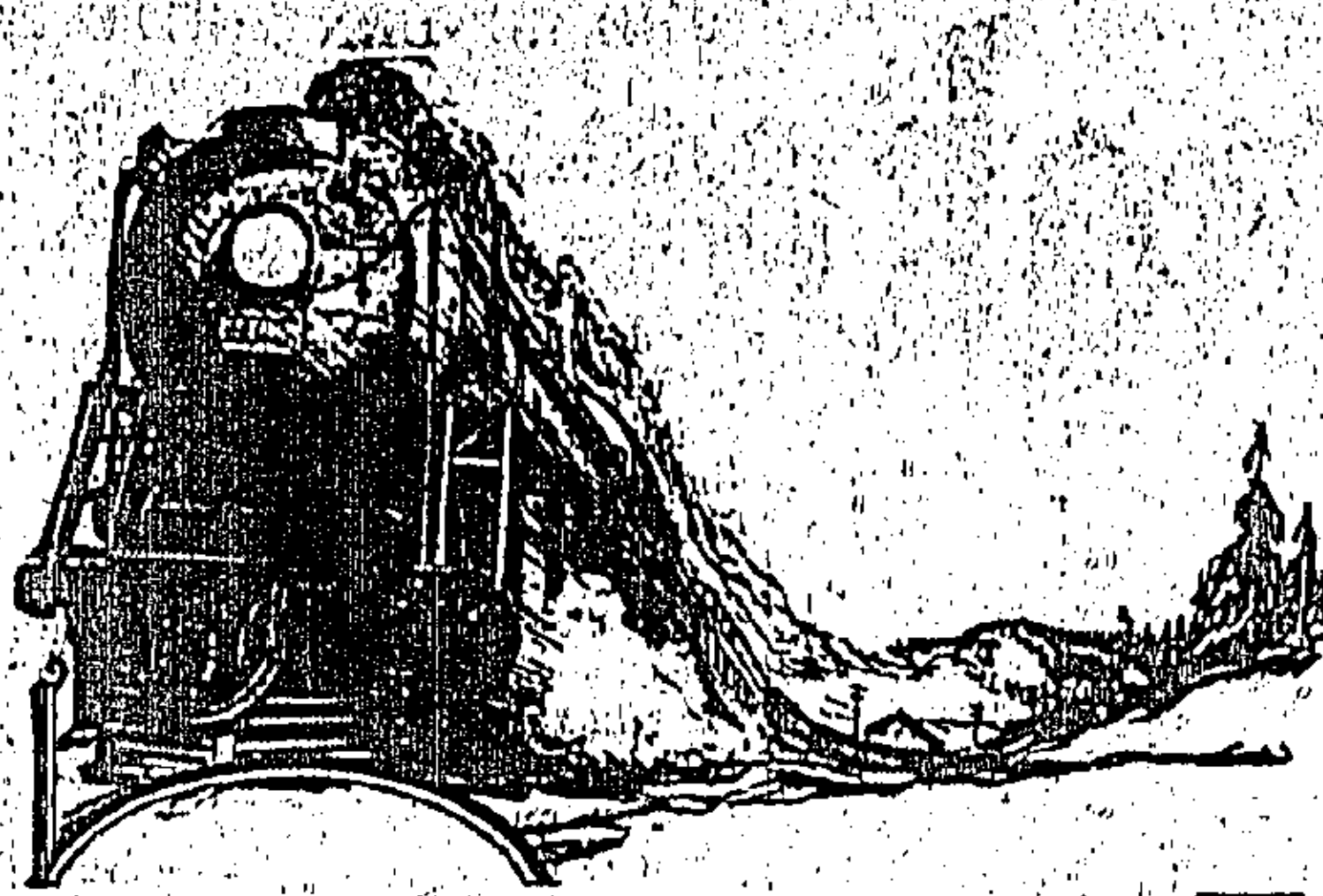
In describing his discovery, this eminent scientist says it technically will be known as the "cathode ray." The ray has long been known to exist, but no scientist had been able to get it available for experimentation except in wholly insignificant quantities.

Dr. Coolidge makes plain in his discussion that his discovery can never be utilized as "death ray" in time of war or as a lethal weapon like poison gas. Its present range is barely three feet, and Dr. Coolidge says it will never destroy an army unless the troops marched up into it.

Dr. William David Coolidge has long been one of the outstanding scientists in the world. He has been assistant director of the General Electric's research laboratories since 1908.

In 1914, he was awarded the Rumford Medal for his invention and applications of ductile tungsten, which revolutionized electric lights. His reputation is internationally known, and his announcement as cabled in the above dispatch carries unusual weight.

There was a remarkable incident at Plymouth when two women arrived from London just in time to see the German liner Galicia leaving for Trinidad. One of the women, frantically exclaiming "My husband is on board," appealed for help, and a high-powered launch was secured, and outside the harbour the Galicia was over-taken and the launch went alongside. There was an appeal to the husband, who descended a rope ladder to the launch. The wife's tears looked like prevailing, and the husband returned to the Galicia for his baggage, but immediately the liner went full speed ahead, and the distracted wife returned to the shore alone.



Take her to the Pictures!

"THE ONLY WAY"

FOR HOT WATER INSTALLATIONS

USE

LAMONT'S PATENT "SECUREX" FITTINGS & COPPER TUBES

and

ELIMINATE

OBJECTIONABLE DISCOLOURED WATER.

For Estimates apply to

HOLYOAK, MASSEY & CO., LTD.

(Engineering Department)

(Sole Agents)

Telephone C.673.

Cables "JOSSTREE"

Hongkong.

"RICKSHAW" BRAND CEYLON TEA

Cheapest and Best

From all leading Compradores.

PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.



Taste—that's what settles any cigarette argument once and for all. For taste is the real proof of tobacco quality

Chesterfield



If you cannot obtain Chesterfield Cigarettes from your tobacco dealers, Duty Paid or In Bond, please call up C. Chan & Co., 10 Des Voeux Road Central, phone No. C. 4955.

The Exact Degree of Nourishment for Baby's age



GUARDED by the magic armour of Sabrina, his shield emblazoned with a fiery cross, St. George of Merrie England adventured through the world.

How you yearn to equip your little one for the perils of life, its difficulties and its wonders. To start him so that he cannot fail! But magic shields are no longer available. In these days your gift must be more prosaic.

You choose Baby's armour when you buy his first food. If it is the right food your gift is the protecting shield of health and strength. Of such is 'Allenburys' the Progressive System of Infant Feeding which provides the maximum nourishment at each stage of Baby's development.

Even the most delicate can assimilate it readily. Doctors recommend it. Learn why there are three 'Allenburys' Foods—No. 1 from birth to three months—No. 2 from three to six months, and Malted Food No. 3 for older babies.

Write for Booklet & Free Sample tin

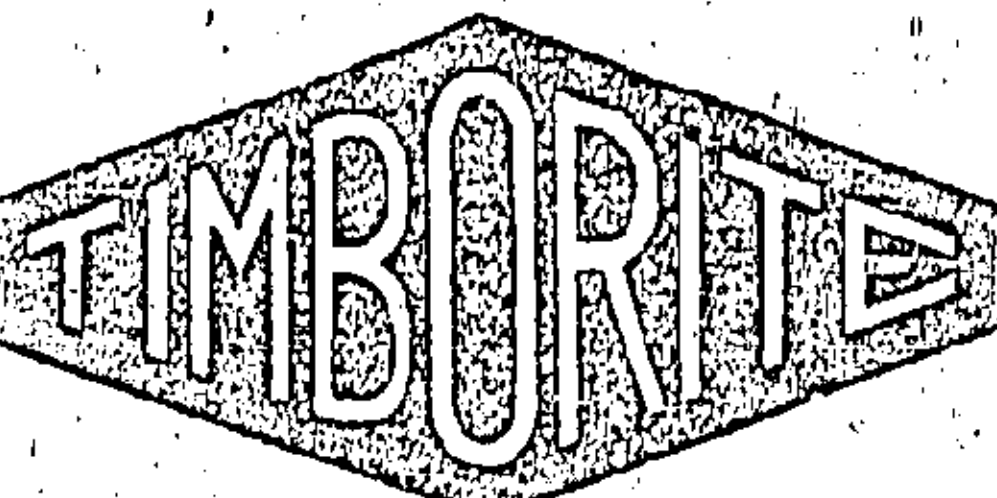
The first step in choosing Baby's food is to read the 'Allenburys' book 'Infant Feeding and Management.' The next step is to try the food. Accept this free offer of the book and a full 1/4 lb. tin. Then decide on Baby's future for yourself. Be careful to give Baby's age when writing so that we may send the correct food—and please mention this paper.

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THE LATE CAPTAIN CLARKE.

INTERMENT AT HAPPY VALLEY YESTERDAY.

The interment of the remains of Captain William Edward Clarke, late director of the Hongkong, Canton and Macao Steamboat Company, who died in Shanghai on November 18, was carried out last evening at the Protestant Cemetery at Happy Valley.

The graveside service was performed by the Revd. Copley Moyle, there being present Mr. C. Schroter, brother-in-law, and Mr. B. H. Schroter, nephew, as chief mourners. Among others attending were Sir Robert Ho Tung, the Hon. Mr. H. W. Bird, Chevalier J. Alves, Messrs. R. M. Dyer, W. Shenton, H. P. White, G. Sutherland, G. P. Lammer, W. Dowley, J. Arnold, J. Vaux, L. D'Almada, G. Duncan, C. Bulmer Johnson, Captain Arthur, Captain A. C. Kennedy and Mr. A. McMurray, and the heads of departments of a number of shipping companies and masters of vessels in port.

On the conclusion of the service the wreath from the deceased's wife was laid on the coffin by Mr. Schroter and buried with the remains.

Among a large number of wreaths sent were tributes from Mother, Mildred and Edward, Ernest, Dorothy and Dudley (Shanghai), Ethel, Carl and Guy, Sybil and Harry, Katie and Gus, (Singapore), Stella and Charlie.

The Chairman and Directors, Secretary and Office Staff, Superintendents of the Hongkong, Canton and Macao Steamboat Company, Royal Hongkong Golf Club, Committee, and members of the Hongkong Club, Staff of the Chartered Bank, Hongkong Chamber of Commerce, Tinikoo Dockyard and Engineering Company, Chairman and Directors Hongkong and Whampoa Dock Company, Canton Trading Association, China Mail, S. C. M. Post, Dr. Kew Brothers, Hughes and Hoogh, Benjamin and Potts, Lowe Bingham and Matthews, Douglas Steamship Company, Indo China S. N. Company, Holland China Trading Company, Captain Smith and Officers of Sui An, Officers s.s. Lungshan, Officers s.s. Faishan, Officers s.s. Taishan, Miss E. Craig (Shanghai), Muriel Clarke (Redhill, Surrey), Lucy Tse, P. T. and Miss Farrell, W. and Miss Russell, "All his servants at Home," Mrs. F. Maitland, Mrs. P. H. and Miss Joyce Holyoak and Dorothy, Mrs. A. J. d'Eca.

Mr. and Mrs. H. Humphreys, Messrs. R. M. Dyer, Eldon Potter, W. G. Gerward, H. P. Winslow, H. B. L. Dowbiggin, G. Winyard, A. L. Shields, A. K. Henderson, R. Hancock, G. Roylance, H. W. Bird, J. Branch, C. C. Stark, W. E. L. Shenton, Syme Thompson, S. M. Bander, C. P. Marcel, G. Grimble, R. Sutherland, Simon Tse Yan, E. M. Hazeland, R. Pestonji, Leo D'Almada e Castro, C. Edgecumbe, P. Houre, Fung Chui Wa, G. Chambers, P. C. Poits.

Messrs. J. Scott Harston, D. G. M. Bernard, C. B. Brooke, C. A. Peel, O. S. Benbow Rowe, C. Bulmer Johnson, E. Davidson, S. T. Williamson, W. G. Coggin, C. Shiner, F. A. Perry, A. H. White, H. P. White, C. L. Farmer, W. L. Patenden, R. Shewan, J. M. Alves, T. G. Weall, E. L. Hosie, T. H. G. Brayfield, G. D. M. Arthur, G. G. Wood, K. E. Greig, E. Grant Smith, G. R. Edwards, L. Gibbs, F. P. d'Eca.

Messrs. Lo Kai-Hong, Chau Chi Hing, Lo Suen Wing and She Tat Cheong.

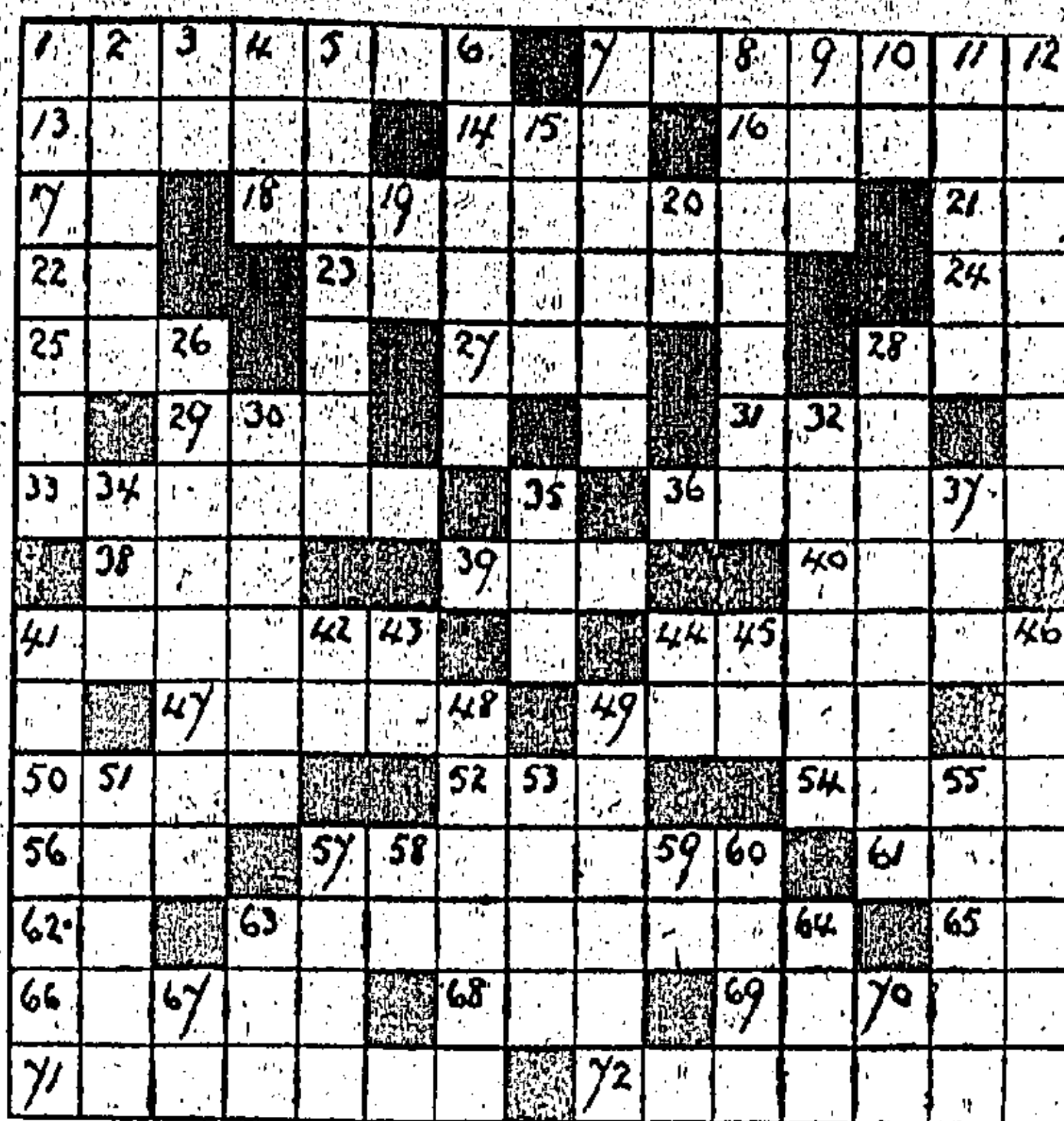
M. CHICHERIN ILL.

GOES TO GERMANY FOR CURE.

Moscow, Nov. 26.

M. Karakhan is taking charge of Eastern affairs during the absence of M. Chicherin who has gone to Germany to undergo medical treatment.—Reuter.

OUR CROSSWORD PUZZLE.



Across.

- 1 Proper for food.
- 7 Small Scotch village.
- 13 Used in mourning.
- 14 A beverage.
- 16 Lift.
- 17 Look.
- 18 Fascinated.
- 21 Plant of Pacific Islands.
- 22 Order of Merit.
- 23 The net of elding.
- 24 Pronoun.
- 25 Ramble idly.
- 27 In composition denote kinship (we give it "Cen").
- 28 His Royal Highness.
- 29 Consume.
- 31 Body of water.
- 32 An ambassador.
- 36 An organ.
- 38 To stray.
- 39 Ragged end of a thing.
- 40 Small pointed piece of metal.
- 41 Those hopelessly insane.
- 44 One who abates.
- 47 Rulers of Russia.
- 49 A London theatre.
- 50 Australian birds.
- 52 To wear away.
- 54 Extremities.
- 56 Royal Academicians.
- 57 Town in Burmah.
- 61 Apex.
- 62 Within.
- 63 Ruthless slughters.
- 65 Not any.
- 66 An item in ones goods.
- 68 River in Scotland.
- 69 To be matured.
- 71 Lateness of origin.
- 72 Celebrated in history.

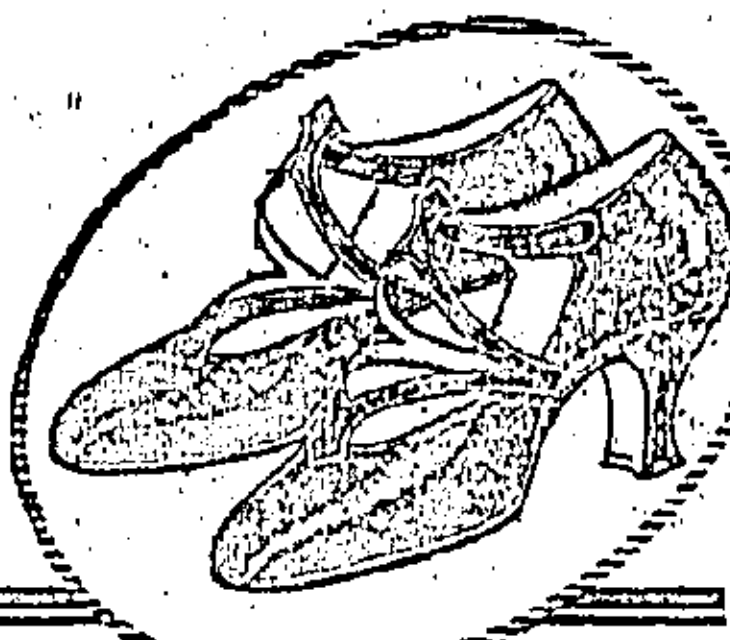
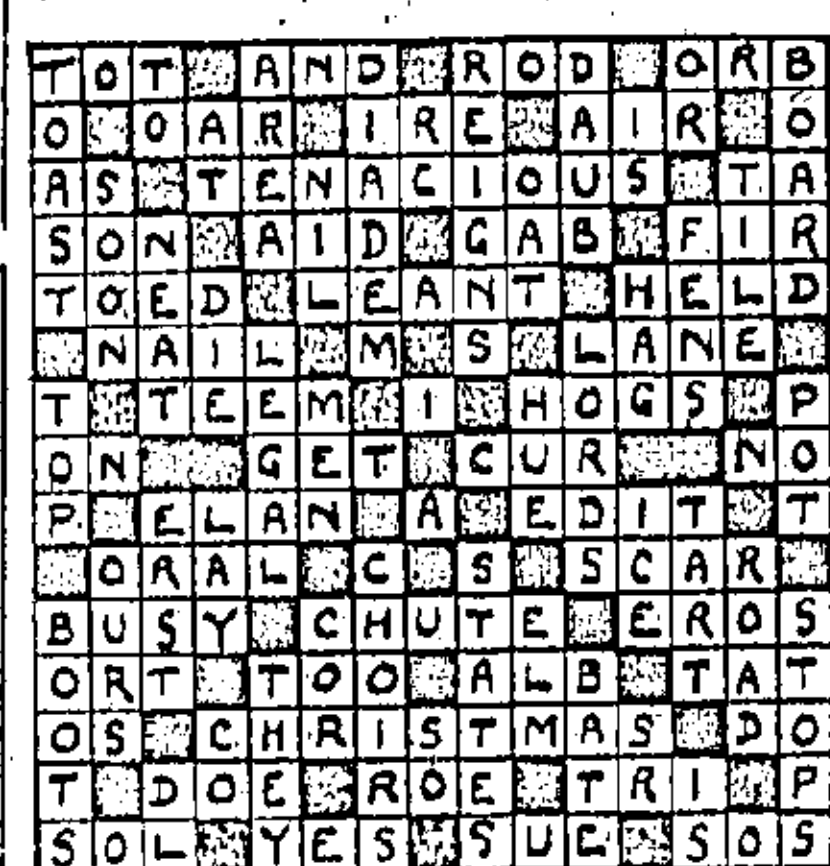
Down.

- 1 A pastoral poem.
- 2 Scat.
- 3 Thanks.
- 4 Copy.
- 5 Under.
- 6 Moral philosophy.
- 7 Animal like.
- 8 Sand like.
- 9 Low fellow.
- 10 Calling attention.

Active.

- 11 Nec.
- 15 Freedom from toll.
- 19 One hundred and fifty (Roman).
- 20 Towards.
- 26 Disintegrated materials of rocks.
- 28 A resident.
- 30 Athwart.
- 32 To put to death by fixing on a stake.
- 34 Conducted.
- 35 Piece of cloth.
- 37 Point of compass.
- 41 Pertaining to Iberia.
- 42 Thanks.
- 43 Southern Railway.
- 44 Period of time.
- 45 Batches of Arts.
- 46 To answer.
- 48 There are five.
- 49 Ancient instruments of punishment.
- 51 Presbyterian minister's house.
- 53 Turkish commanders.
- 55 One who receives.
- 57 To reprove.
- 58 Like.
- 59 Before.
- 60 Roman emperor.
- 63 Male being.
- 64 A title.
- 67 Point of compass.
- 70 Greek letter.

Yesterday's Puzzle.



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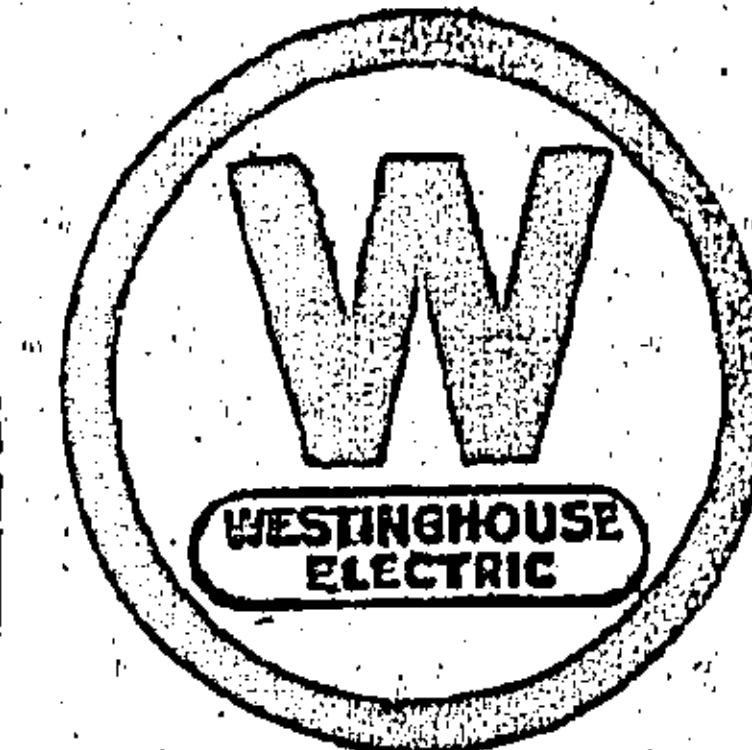
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Correct Dress Wear

CONVENTION does not permit of much latitude in the question of Dress Wear. Within prescribed limits a man may make his choice, but perhaps it is wiser to take the advice of those who know just what is and what is not permissible.

Let Mackintosh's—the Men's Wear Specialists—advise you on this important subject.

The following are essentials of correct Dress Wear:—

Dress Shirts

Stiff fronts one or two stud holes ... \$6.50 \$8.50
Soft pleated fronts
Two stud holes.
Soft double or stiff.
Cuffs ... \$6.50 \$8.50

Dress Collars

"Summit" make in newest shapes. Quarter sizes. \$7.50 per doz.

Dress Gloves

White suede finish fabric ... \$2.00
White Kid ... \$3.50

Handkerchiefs

White Linen, plain or fancy ... \$1.00 \$1.50
White Crepe de Chine
Black border ... \$4.00

White Silk ... \$1.50 \$2.50

Dress Ties

White Pigie or Marcella in latest shapes ... \$1.00 \$1.50
Black Durathea silk ... \$2.10 \$2.50
All made in correct length for size of collar.

Dress Scarves

White artificial silk ... \$5.00 \$7.50
White Pure Silk and
Crepe de Chine ... \$15.00 \$19.50

Coloured Mufflers from ... \$9.50

Dress Socks

Black Silk
Fine quality ... \$2.50 \$3.50
Black Cashmere
Plain or Ribbed ... \$1.50 \$2.75

Dress Suits

Comprising Stud Links and Vest Buttons \$10.50 to \$22.50

DRESS CLOTHES In our Tailoring Department we have an excellent selection of materials for full Dress or Dinner Jacket Suits.

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WINTER CLOTHES

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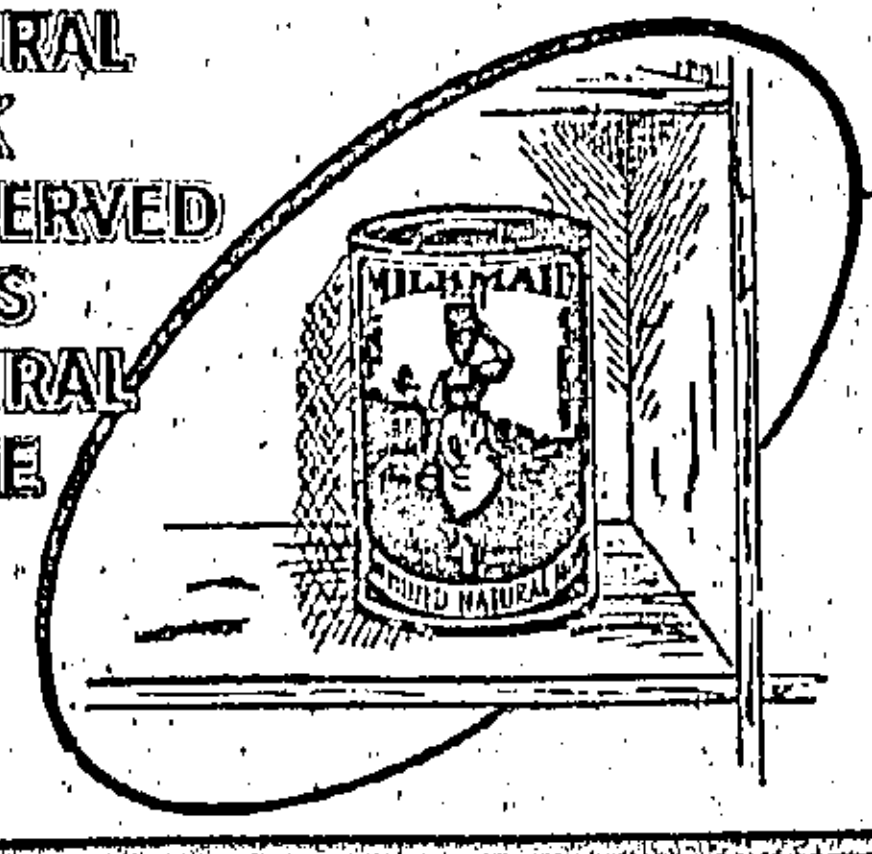
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Taking the Wind Out of Alek's sails!

By Ripper

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MILK
PRESERVED
IN ITS
NATURAL
STATE



WATSON E WHISKY

Blended where it is distilled, and Bottled
where it is blended—in SCOTLAND.

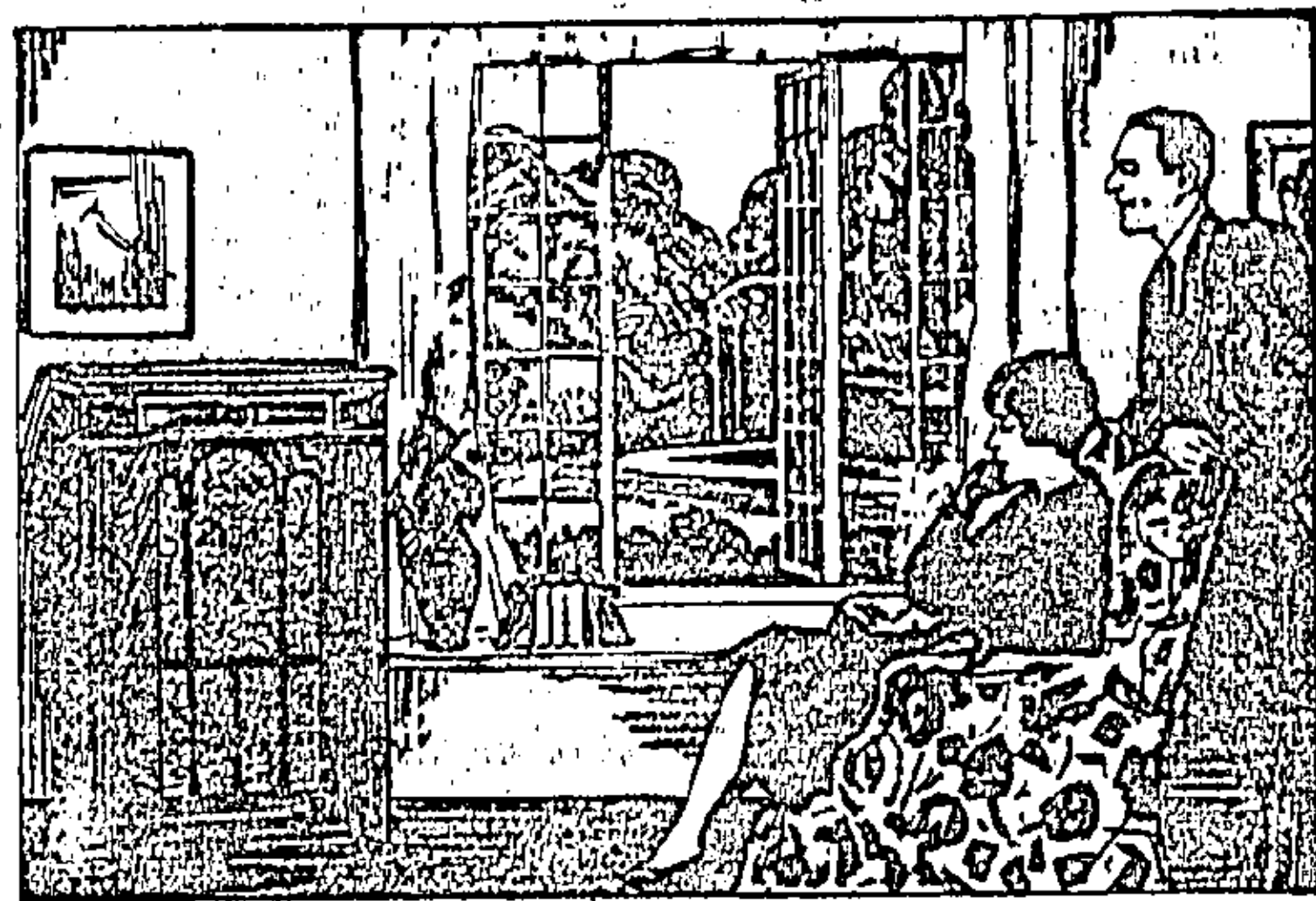
A Skilful blend of the finest matured Highland Whiskies. A happy result of long years of experience in distilling and blending; with a fine flavour that cannot fail to assure appreciation from the most discriminating palate.

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THE new Orthophonic Victrola! Musical marvel of the age. New in conception. New in principle. New in design. There is nothing with which to compare it... except the performance of the flesh-and-blood artists themselves!

"Some day," you have said, "we will have an Orthophonic Victrola." Why wait? Think of the joys you are missing. You can easily own one. There are many beautiful models, at a wide range of prices. Come in and hear this great instrument—soon!

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The New Orthophonic **Victrola**

SPORT at LOW COST

THE "ELSIE" TENNIS RACKET

\$12.50

DUNLOP TENNIS BALLS \$10.50 per doz.

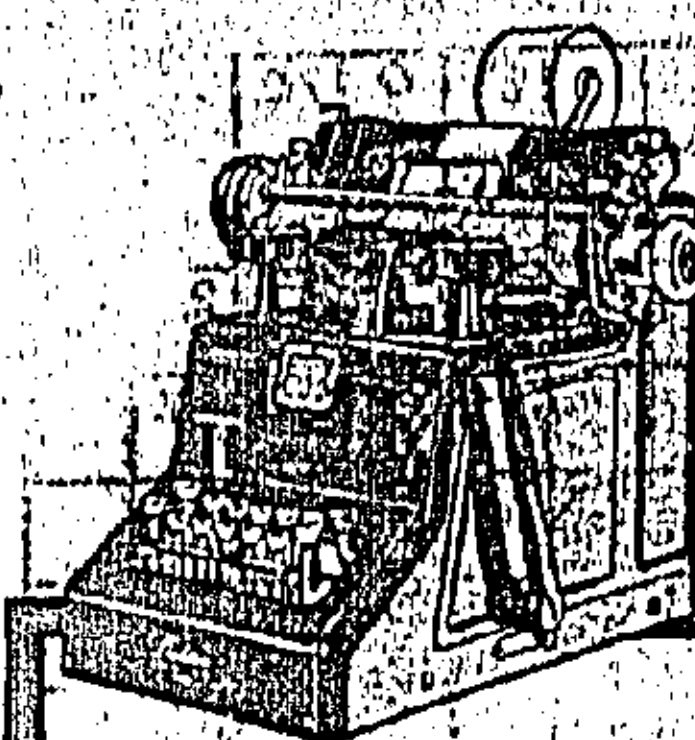
AVON "ARC" GOLF BALLS

80 cts. Each.

CHALLENGER GOLF BALLS 90 cts.

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MUSTARD & CO., LTD.

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Alexandra Building, Des Vaux Road Central.



BIRTH.

HAMILTON.—At No. 151 The Peak, on November 27th, 1926, to Mr. and Mrs. E. W. Hamilton, a daughter.

The Telegraph

SATURDAY, NOV. 27, 1926.

NOT FINISHED YET.

Mr. Stanley Baldwin, the British Premier, is having his way. When the coalowners and the miners rejected on different occasions the government's terms for the settlement of the coal dispute, he said that the dispute could only be settled by the parties themselves and since that time he has stolidly refused to suggest anything. The miners and owners in the different districts are now engaged in fixing up district agreements, and although the miners in South Wales and Scotland and also in the northern coalfields of England have been averse to coming to district agreements, Reuter tells us that arrangements are being made and that there is the prospect of more or less general resumption. The terms vary according to the circumstances of each district, but there is the Government's promised safeguard of national principles provided the agreements are reached within a reasonable time. The great strike of 1926 is undoubtedly drawing to a close but it would be a mistake, we think, to imagine that the problems of the industry have been solved. They have only been aggravated and temporised with because the present trouble has not come to a clean end. It has been a war of attrition against the miners and will most assuredly tend to keep the coalfields in a condition of unceasing trouble and confusion. The future of the coal industry—so vital to manufacturing Britain—presents a problem which will have to be courageously faced by whatever Government might happen to succeed the present one.

One of the things fundamentally wrong with the British coal industry is, in the opinion of a very widespread school of thought, that the mine owners have claimed in effect to treat the affairs of the mining industry as their private concern in which the community has no right to interfere. They did as much by refusing to entertain the Government's request for national negotiations. The rights of private property must always be

subject to the superior claims of the public interest and so ought to be the "rights" of the workers. The mining industry of Britain is, at the moment, composed of two rival elements each of which is angrily asserting its own viewpoint to the detriment of themselves and the country as a whole. That is obviously bad. The present regime must either be radically changed or steps must be taken to secure the atmosphere of a new regime. It is becoming a matter of real importance that constructive minds of all political shades should consider afresh, with a new seriousness and freedom from the distortions of dogma, the nature of the new regime. It is a matter of serious politics and ought to be kept free of political parrot-cries. The greatest need is for a more energetic business spirit on both sides, and for a better spirit of management. It might be that the units of the coal mining industry are too small and that big corporations, inspired by the latest and most efficient ideas of industrial control, will have to be formed. Certain it is that something will have to be done, and Britain's capacity to evolve and concentrate on a workable scheme which shall eliminate the friction and antagonisms of the past might very well prove to be one of the greatest tests of the nation. In this age of so-called democratic politics the task should not be beyond the wit of our statesmen and political leaders.

The Communists.

The Russian Communists are, to judge from the statements made at the Conference of the Communist International at Moscow, to become Redder than ever, if that is possible. One of the aims now decided upon is the "further Bolshevisation of the Communist Party," which would appear to be an attempt similar to that of the old lady who, when out shopping, sought everywhere to get some material a shade darker than black! What is particularly to be noted in the announcement of the Party's future activities is that they are to be centred chiefly on Britain, China, Central Europe and the Dutch East Indies. In other words, the mischievous propagandists are bent on spreading their pernicious doctrines to every part of the world where they think that political trouble is brewing. This is a phase of Communist policy with which we have long been familiar, but it is no less serious on that account. If the same amount of energy and money were put by the Russians into the improvement of conditions in their own land as they spend on outside propaganda, their country would be a far better place than it now is. The Soviet leaders say that their aim is to make mankind freer and happier, the answer to which is that they have plenty of opportunity in Russia without bothering about the outside world. Let them go ahead and produce the ideal State in Russia; and if they can accomplish that, they will have far greater hopes of convincing other countries that their ideals are possible of being put into practice. In the meantime, the growing menace of Bolshevism, which seeks to create uprisings in other lands, is one which demands the serious consideration of all those nations who believe in constitutionalism as opposed to this new-found autocracy.

EXCHANGE RATES.

	Rugby, Nov. 26.
Paris	133.11/16
Geneva	25.16 3/4
Berlin	20.43
Oslo	13.99 3/4
Helsingfors	102 1/2
Rio	61.7 1/2
Shanghai	2.5 1/2
New York	4.84 3/4
Amsterdam	13.13 3/4
Stockholm	18.17 1/2
Vienna	34.41
Madrid	31.99 3/4
Buenos Aires	45.25 3/4
Hongkong	1.11
Brussels	34.88
Copenhagen	115 1/2
Prague	1.13
Lisbon	2.17 3/4
Bombay	4.6 25/32
Yokohama	2.06 1/10
Silver (Spot)	25 1/2
Silver (forward)	25.1/10

—British Wireless.

DAY BY DAY.

WE TALK TOO MUCH AND SING TOO LITTLE.—Sir Hugh Allen.

Schoolmaster W. F. White has been appointed to H. M. S. Titania (Nov. 2).

Mr. and Mrs. A. E. Wright returned to the Colony by the s.s. Carnarvonshire to-day.

Dr. R. W. Dummerman, a noted zoologist of Holland, arrived here by the s.s. President Jackson, bound for Manila.

The name of Mr. Eric McDonald Bryden, C.A., has been added to the list of authorised auditors under the Company's Ordinances.

A bankruptcy notification states that a third dividend of \$11 per cent. has been declared in the case of Lucas Leonardo da Silva, clerk, of Hongkong.

Yesterday's health return shows three more cases of typhoid fever, two being Chinese and the other an imported English case. There was also one Chinese case of diphtheria.

Mr. W. L. Marshall, who is returning to take up his duties with the Standard Oil Co. in Manila, arrived by the s.s. President Jackson to-day. He is accompanied by his wife and children.

Deaths at sea have been reported at the Harbour Office by the captains of the Kiangsu from Swatow; the Anking, from Amoy, and the Bintang, from Swatow. The Talmu reports one death and one birth.

The Admiralty announce that Paymaster Lieutenants C. R. Allen, late of H. M. S. Hermes, H. S. Oswin (Hawkins), and A. T. Phillips (Tamar) have passed the examination for the rank of Paymaster Lieutenant Commander held in July last.

H. E. Senhor Arthur Tamagnini de Barbosa, the new Governor of Macao, is due in Hongkong from Lisbon on December 8th. A native of Macao, he was once before Governor of the Colony, this being in 1918.

Mr. Miles Lampson, the new British Minister to China who arrived here by the P. and O. liner Macedonia, has been staying at Government House, where he has conferred with H. E. the Governor on the Chinese situation. He leaves for the North by H.M.S. Despatch at 5 p.m. to-day.

Crown Sergeant T. J. Wilson, of the Hongkong Police Force, leaves for home on superannuation to-day, after 20 years' service here. Lance Sergeant Cunningham, who recently recovered from a severe attack of pneumonia, is also to leave to-day, being invalided out of the Force. Detective Inspector Pincott is to leave on retirement on December 11th.

The Health Bulletin of Eastern Ports issued by the League of Nations for the week ended November 20, shows the following cases of infectious disease during that period: Plague, Mauritius 15 cases, Rangoon 2, Cholera, Calcutta 34 cases, Negapatam one, Singapore two, Haiphong 27, Tourane six and Bangkok three. Small-pox, Durban four cases, Calcutta 10, Singapore one, Bangkok seven and Kobe one.

A pretty but quiet wedding took place at St. John's Cathedral yesterday afternoon, the Rev. H. Copley Moyle officiating. The parties were Mr. Albert Martin, an officer in the mercantile service, in the employ of the Indo-China Steam Navigation Company, and the bride was Miss M. E. L. Holloway, daughter of Mr. Holloway, of the Royal Army Ordnance Corps. The bride was given away by her father, and Mr. D. Lyon, of Messrs. Jardine, Matheson and Co., carried out the duties of "best man."

An order for the cancellation of the warrant for the arrest of a woman partner in a local firm was made at the Central Magistracy yesterday, when Mr. J. T. Prior, appearing for the woman, said the money which she was charged with embezzling was in his office and the prosecution had agreed to accept it in full settlement. The woman had taken the money away and had not accounted for it, but in order to convict her of any offence the prosecution would have to satisfy the Magistrate that there was very strong evidence of criminal intent. His Worship concurred with the application for the cancellation of the warrant.

A CANTON SILHOUETTE.

Houseboats on the Pearl River.

Shameen is becoming swept and garnished, the prison gates are opening a little; there is Shakes on which to stretch one's legs, but on the river side of the island lie the houseboats, sad and forlorn, bringing back memories of old times, old friends. At high tide, water fills the cabin; and later on the rats play "touch-last" up the stanchions, over the roof, through the galley, and in and out the paddle wheel.

Slack tide in the Pearl River and because the peace of Sunday lies sweetly within us, we imagine the yellow water is less troubled by its constant traffic. The fallacy is obvious—for this is China, and all days are alike to her.

Six of us, and a long-tailed mongrel, board the houseboat. She is square at bow and stern, straight sided, with a narrow foot-ledge above the water. A light three-foot rail around the forward deck, and white wicker chairs. A canvas, overhead, is carried above the cabin roof of high stanchions. Room here to sleep away the cares of the week's business. The duckfeather merchant dreams, the multi-coloured cushions are flapping angry wings to smother him; the banker settles the problem of exchange for weeks to come; and the wives of both, but who knows what a woman dreams?

Through the cabin twelve feet wide, and there is a small pantry, through a door, and you are faced abruptly by the huge paddle wheel. Surely and swiftly, it completes its circle. You catch sight of blurred faces through the blades. Six coolies hold a cross-bar, step up, and ever return to the same level. Only then you realise that the silence, and your own peace, are due to absence of mechanical power, with its noise and smell.

On the starboard, for a mile, stretched the floating population. Big and little sampans crowd together. Here a timber raft comes down to end her journey of one hundred miles. Bamboo poles of unlimited strength, fifty feet long, and forming a foundation thirty feet wide, carry the neatly piled load of logs; it may be ten feet high, or even more. The captain of this strange craft stands in his doorway. A well-proportioned cavity, leading, by a passage, to a warm dry room, in the centre of his kingdom. A handsome black chow dog looks disdainfully at our Mongrel, by name: "Mr. Heinz-57-Varieties."

As we draw level with the stern, two young pigs, some fowls in a basket, and a cat tied to a pole by a rawhide thong come to view. The cat is semi-sundered in times of plenty, but not so the other unfortunate; death and the pot will be their portion. Past the harbour limits, the air is sweeter; lychee trees laden with crimson fruit stand forty feet high, and yet dip their branches in the water. The paddy, in daz-

ling, green, slopes from the bank to the foot of hills, which guard every valley. A kingfisher shoots across our bows to a hole in the mudbank; a leaping fish hangs for a moment in the air—the coolies shout "Hal-yah," and their laughter wakes the sleeping tai-pan. Iced cocktails, tiffin served in luxury by a white-coated "boy," Coffee-hot, and strong, quickly followed, by an argument of equal ferocity, as to the necessity for exercise in the east.

We set out. We always argue, and we always walk, since "Mr. Heinz" has the casting vote. Up the hill bespattered with ancestors, a horseshoe of white stone, a paved centre; perhaps the occupants' wives are accommodated on either side—with smaller horseshoes, of course. In the paddy field, land crabs scamper before the dog, distance lends enchantment to the white houseboat lying below us. Five buffaloes slowly submerge in the water, willow a moment, and swim across. A small boy awaits them with a bamboo, and affectionate cursings—they follow him to a village, tucked behind the only group of trees visible. Roofs of shining blue and green tiles, ends upturned, a highly coloured china griffin or two above the doorway. Walls of baked mud. A neatly cemented floor, in an open space. Is the threshing ground; bundles of rice stalks are lifted and flung down on the hard surface, discharging the ripe grain to be dried and garnered.

The usual crowd follow us, the children, the women, the halt, the lame, the blind, the insane of the village. One beckons, and we go with him to a pond, its surface weedy, and through the weeds appear faces, the large, stupid, goggling faces of overfed carp. A man tips a basket of dead silk worms into the water at our feet, and the fish come nearer. He takes a pole, and with the strong net on the end scoops up a seven-pound fish, and then another, and then another, putting them into a tub of water. Fine fish these for the Hongkong market, and down they go, thirty of them, by junk to the steamer at Canton, and heigh ho! all for no cost but the freight. The silkworm spins his thread in the dark barn, and dies—his body feeds the carp in the pond, and the carp in turn bring pieces of silver in the market square. Even that is not enough, give the young fish a new pond yearly, drain off your water and with the rich slimy residue grow food for all the villagers.

We rest on a grassy mound. At last the burning sun is dropping, and we see the evening miracle. Broad, and placid, lies the Pearl River, every shade of red, and gold, purple, green, turning these miles of sandy-bedded waters to something resembling the streets of heaven. For this one hour the river justifies its name.

TISTHENES.

LONDON'S TRAFFIC.

SUGGESTION FOR POOLING ALL SYSTEMS.

Rugby, Nov. 26. The suggestion that the resources of all London's traffic undertakings should be pooled and placed under joint control is understood to be receiving the favourable consideration of the London Traffic Advisory Committee.

The Underground Railways and omnibus companies, London County Council tramways and suburban railway services, would be affected. The object would be to co-ordinate traffic facilities, thus effecting economies and removing duplication and traffic congestion.

The Transport Ministry has agreed to further investigation of the proposal.—British Wireless.

FRANCE AND GERMANY.

HERR STRESEMANN'S SPEECH DISPLEASES M. BRIAND.

Paris, Nov. 26. According to *Le Journal* M. Briand has informed the German Ambassador that he admitted none of the views expressed by Herr Stresemann in his recent speech in the Reichstag on the subject of disarmament.

L'Echo de Paris says that M. Briand intends to resume negotiations as soon as possible.—Havas.

LOCAL WEDDING.

SHANGHAI BARRISTER MARRIED.

A pretty wedding was solemnised yesterday at St. John's Cathedral the parties being Mr. F. J. Baddeley, the well-known Shanghai barrister, and Miss Evelyn Holmes, of Boverley, Yorkshire. The bride arrived in the Colony in the s.s. Macedonia. The bridegroom is a son of the late Mr. F. J. Baddeley, who was at one time Captain Superintendent of Police in Hongkong, retiring in 1912.

The bride, who was given away by His Honour Mr. Justice J. R. Wood, was dressed in melon pink georgette with brown velvet hat and carried a bouquet of red dahlias and roses.

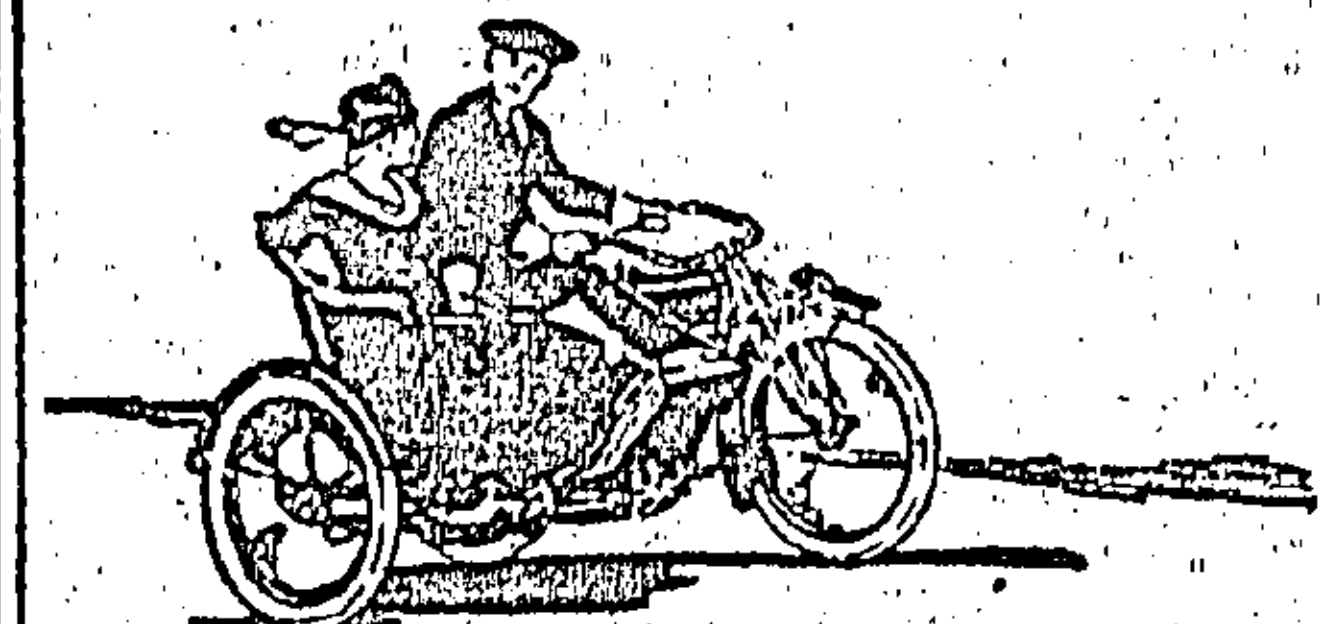
Mr. D. H. Blake carried out the duties of best man, and the Rev. H. Copley Moyle officiated. The honeymoon is being spent at Fanning.

PROHIBITION.

LIQUOR LICENSES FOR WORTHY DRINKERS.

Oslo, Nov. 26. The official committee investigating the recent prohibition plebiscite is reported to be opposing the over-severe restrictions, and recommending that liquor be only procurable by licenses which are issued to adults who have not proved themselves to be unworthy of possessing them.—Reuter.

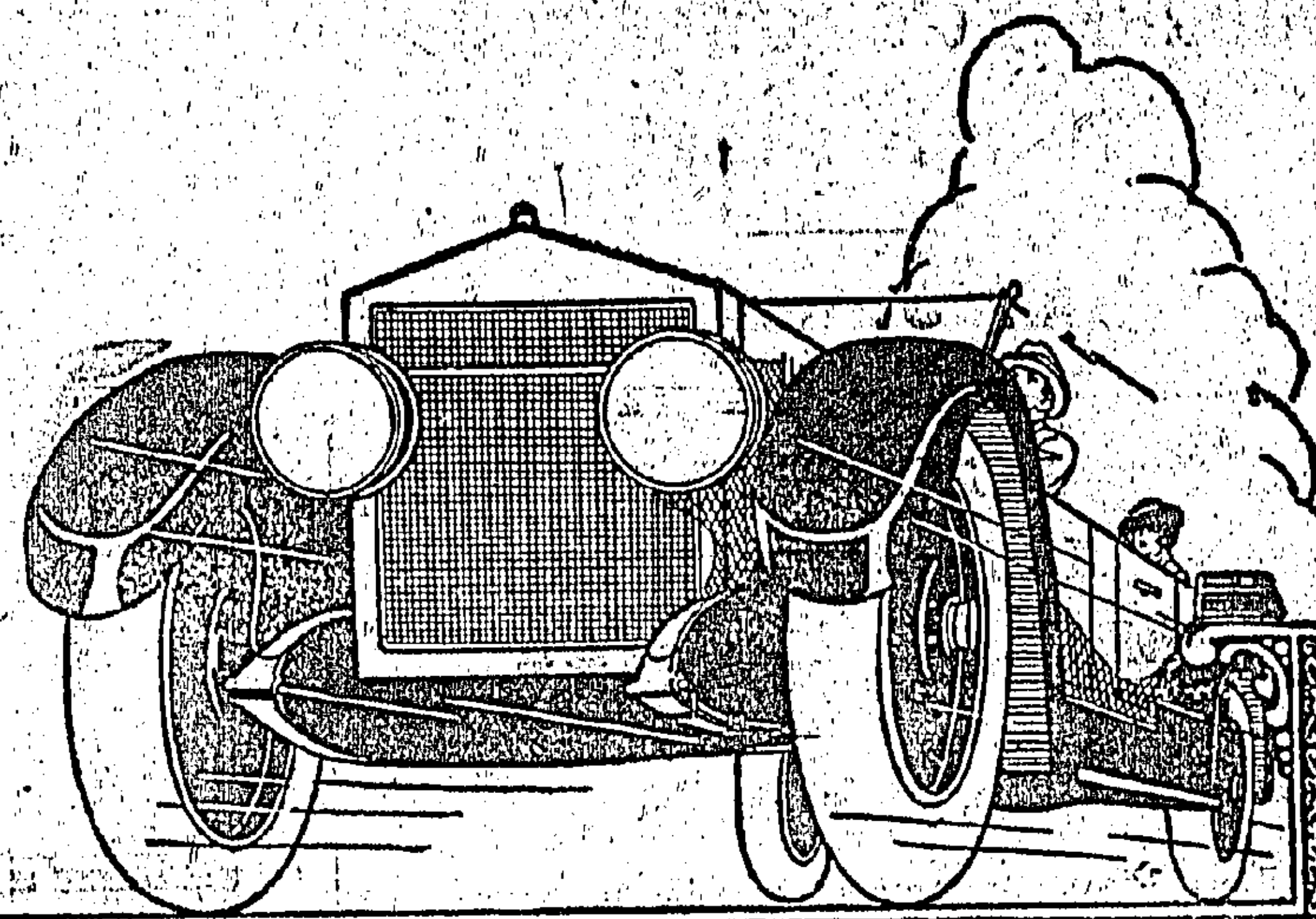
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.

SATURDAY, 27th. NOVEMBER, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

H. K. A. A. Dinner.

It is most gratifying to know that a good response has been made to the letters which were recently sent to members of the Hongkong Automobile Association, inviting an expression of opinion in the matter of holding a dinner. The number of members who have signified their intention of being present assures the success of the function, and doubtless, many others will inform the Honorary Secretary of the number of tickets required. To those who have not made up their minds yet, we would urge support, in order that the inaugural social function organised by the Association shall prove an unqualified success. The Association is of the utmost importance to motoring in this Colony, and the least that members can do is to show their appreciation by making a special point of booking the night of Friday, January 21st, 1927.

Badges.

The well-known badge of the Hongkong Association is appearing on many more cars these days, a fact which is probably, in part, attributable to the provision of uniformed patrols in Hongkong and Kowloon. There are, however, a large number who do not display the Association's emblem, and they too should acknowledge the H. K. A. A.'s work by carrying the badge. It is a decidedly attractive adornment, and as a mascot, possesses a particular significance, especially when the car carrying it is parked for any length of time under the eye of one of the patrols.

Pedder Street.

We have received a letter protesting against the practice indulged in by some motorists, of leaving cars parked in Pedder Street whilst they are engaged

known as the "Austin Seven." The export of these handy little cars has more than trebled within less than a year, and that statement is borne out by the large number seen in the Colonies, especially Australia. Even here in Hongkong, which is necessarily a limited market, the number of "Austin Sevens" has greatly increased during the last year, and there is no doubt but the number will continue to grow as their capabilities and general excellence become more widely known. It is also interesting to note that Messrs Alex. Ross & Co., Ltd., the agents, have an attractive scheme whereby payment can be made gradually, part payment securing delivery, after which, the balance is payable in easy instalments. This firm also maintains a most efficient service after sale, which is an assurance to the purchaser that any little trouble which may crop up, as it does with any car, will be promptly remedied.

Police Flying Squad.

Members of the Police Flying Squad are endeavouring to free the streets as much as possible of pedestrian traffic by driving slowly at the extreme side of the road, both left and right. Certain congested districts are receiving the attention of these officers, and it is hoped that the method employed will result in more use being made of the pavements. Very little notice appears to have been taken of the "Safety First" leaflets and posters which have been distributed, hence, the present method. Motorists who encounter police officers engaged in this duty should drive between them, as they drive their sidecars slowly on the extreme sides of the roadway.

Traffic Control.

One of the controlled area traffic signs situated outside Government House in Upper Albert Road has been removed with three

RECORD BROKEN.

NEW YORK TO LOS
ANGELES BY FORD

A stock Ford car was recently driven from New York to Los Angeles, 3,306 miles—Atlantic to the Pacific—in the remarkable record time of four days, eighteen hours and forty-eight minutes actual driving time, the average mileage working out at 26.7 miles per hour. The whole run was accomplished on high gear, the low and reverse having been removed. Four ranges of mountains were crossed, and several creeks and rivers crossed.

CORRESPONDENCE.

PARKING.

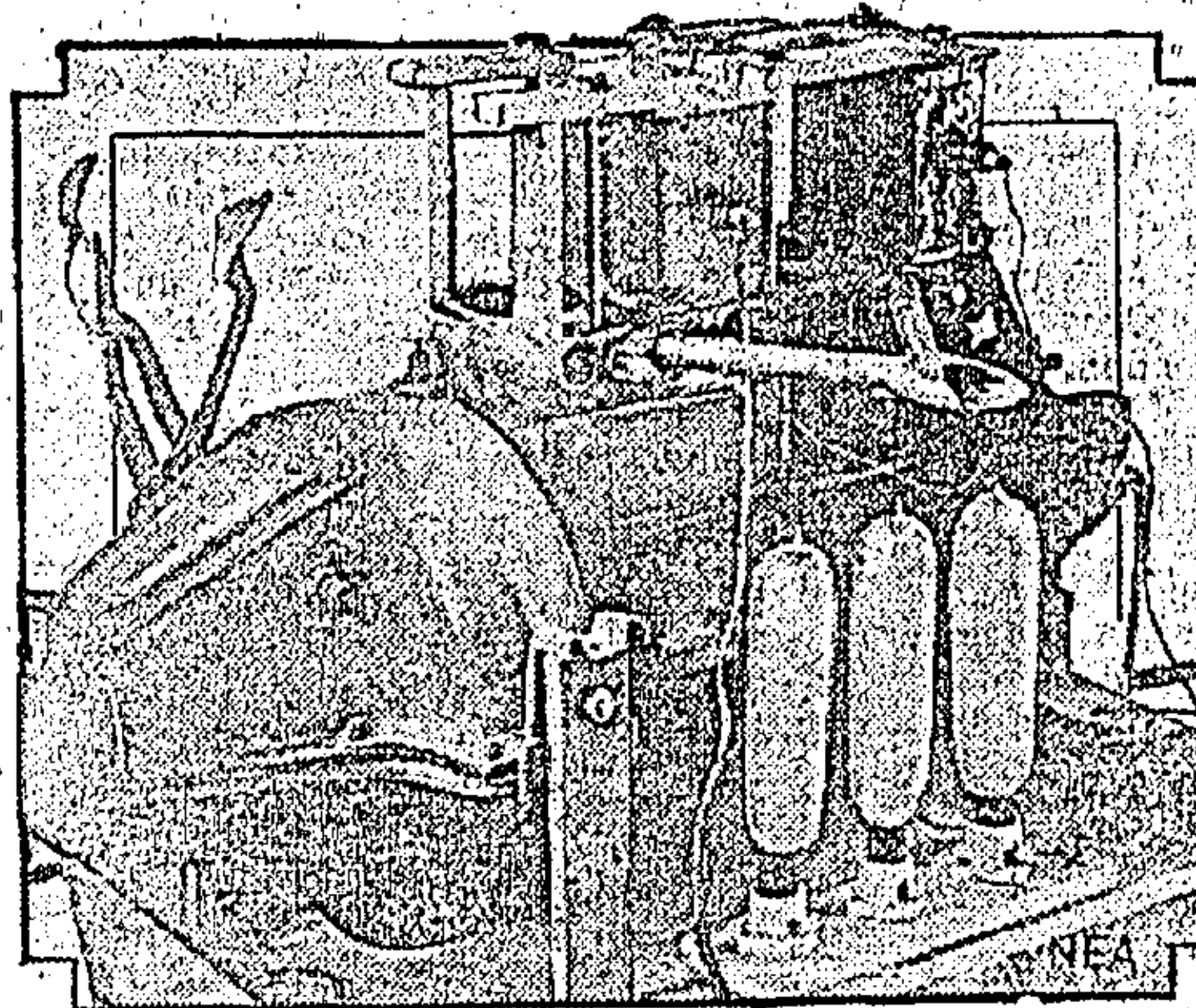
Sir—I presume that your recent remarks and suggestions under the "Motor Notes" column on Saturdays were really intended to be taken seriously, both by the Traffic Police and motorists. I refer to the suggestion that owing to the limited accommodation in Pedder Street, cars should not be parked there for long periods, thereby excluding people of leisure from leaving a car at a convenient spot during such time required for shopping etc. I must confess that I acted upon your suggestion, and refrained from parking my car in Pedder Street during office hours, but since then, another motorist has apparently discovered that Pedder Street provides a most excellent garage, having provided himself with a dust-proof cover which effectively screens his car from inquisitive gaze, and incidentally, keeps it nice and clean or dry, during the hours he is at office.

This action is rather "over the fence" because it is the obvious practice of the owner to leave his car on the stand (so much in demand) for very considerable periods.

If you think this letter of sufficient interest, please publish it.

Enclosing my card

FORD RUNS ON DUST!



THE GRAIN DUST-EATING FORD ENGINE.

Of all the wonders the Ford engine has attained, none surpasses its latest achievement—running on grain dust.

W. A. Noel and Ralph Holbach, chemical engineers of the U. S. Department of Agriculture, are the heroes who succeeded in coaxing power of a Ford engine by feeding it only the dust swept from the floors of grain elevators.

Of course, they had to make some changes in the engine. But it was still a Ford.

The combustion chambers were lengthened with extra pipe, the carburetor and manifolds were removed and the dust fed by hand through a tube to the intake valve port, the ignition system was replaced by a bank of 100-volt lamps through which passed direct current from the house line.

Yet the engine ran—as many as 12 explosions, in succession were counted for each cylinder. That was all, but it was enough to show the engine might run even on grain dust.

the attention they receive. There is room for probably forty vehicles, and a staff of mechanics is available for repair work.

Tree Obstruction.

We have been asked to draw attention to the obstruction caused in some parts of the Colony by trees which are growing close to the kerb. One instance is just by the Helena May Institute on Garden Road, where the removal of a large tree would make the thoroughfare much more safe for motorists. Trees may enhance the scenic value of a roadway, but when they cause danger to motor traffic, there should be no hesitation in sacrificing the appearance of the roadway to its safety. Near the Wellington Barracks along the Queen's Road there are other similar obstructions, while a tree on an awkward bend near the Police quarters on Caine Road should be cut down.

Brake Testing.

Last week we drew attention to the fact that in view of a number of recent accidents due to the brakes on private cars being in an inefficient state, the police are likely to keep a closer eye on private vehicles in this respect. Many owners of course rely solely on their chauffeurs to see that the brakes are kept in 100% condition, and many others take their cars to garages to have the brakes adjusted. Many people do not know that cars can be tested at police headquarters, but this is so, and anyone wishing to make sure that their car is in good order should take it to the Central Police Station between two and four o'clock on any afternoon, excepting Saturday and Sunday, and a chit will be handed to the chauffeur stating the adjustments which must be made. If a private car is found to be unserviceable, it will be treated as a public vehicle, that is it will not be allowed to take the road until it has been finally passed.

SPEED AND TRAFFIC.

"ZONE" SYSTEM HELPFUL.

Street zoning and minimum speed laws in large eastern cities are helping to solve the problem of traffic congestion.

Three-zone highways in New York, which are built with an eight-foot width of concrete on each side of the road and an eight-foot width of macadam in the centre, make driving safer.

Motorists drive on the concrete except when passing cars. The psychology of keeping to the right and driving on concrete whenever possible keeps the centre section clear and lessens the dangers of accidents.

Cleveland divides many of its main streets into four wide lanes. During morning traffic, when rush traffic is towards the city, three of these lanes are devoted to incoming traffic. In the evening, when the traffic rush is reversed, three lanes are given to outgoing traffic.

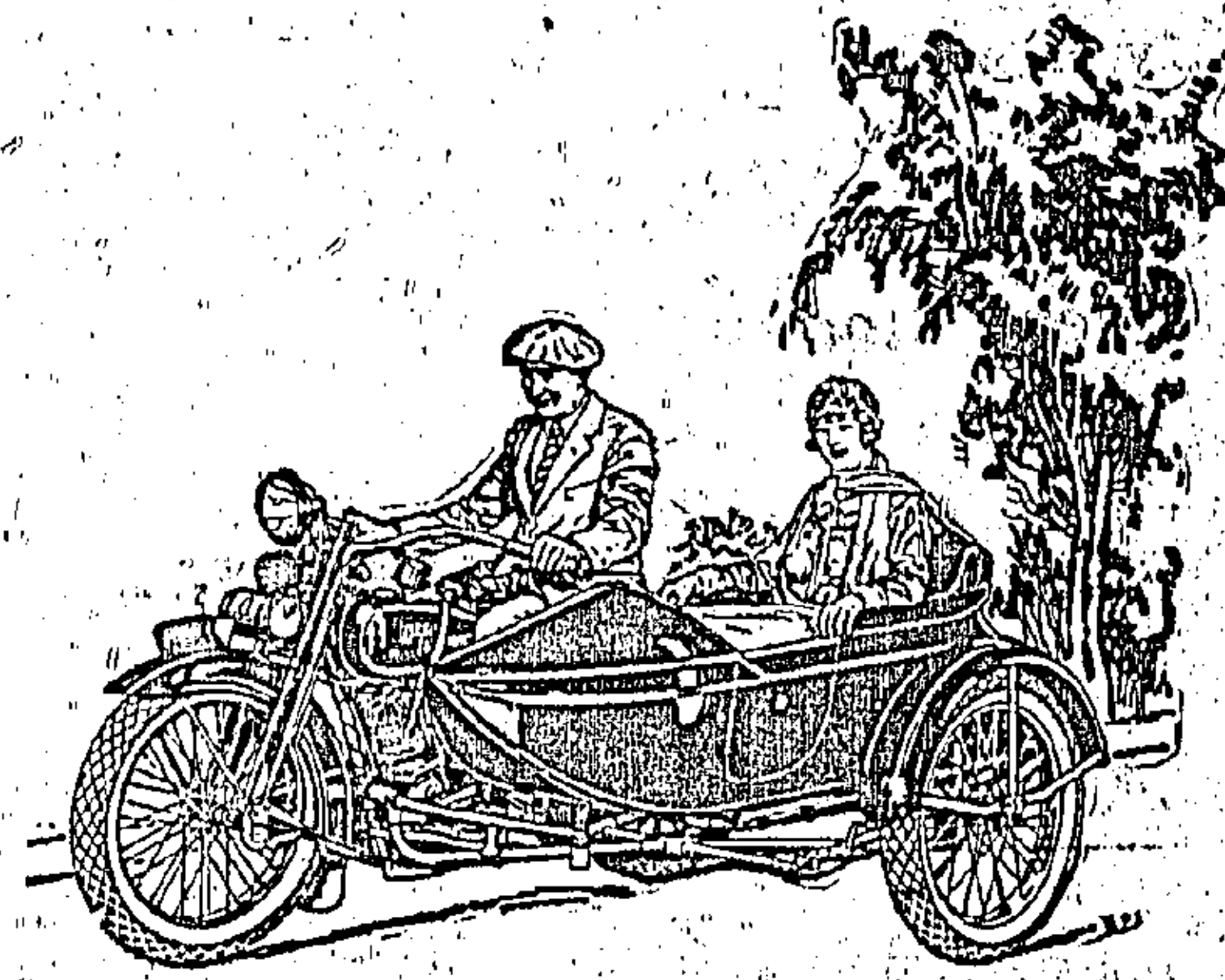
On many streets in large cities there are minimum speed laws as it has been found that the minimum speed is the fastest and safest way to solve traffic congestion. The usual minimum speed is 30 miles an hour.

WANT OIL FUEL BARRED.

Independent oil jobbers of Missouri, Kansas, Nebraska and Iowa, who met in Kansas City, urged the Government to curb the use of oil for fuel. The view is based on the belief that the growing demand of oil for fuel is an unnecessary drain on the nation's gasoline supply.

RAILROAD USES TRUCKS.

In less than 30 months the Pennsylvania railroad has established on its directly operated line 33 motortruck routes for local packages of freight.



BUY a 1927 HARLEY DAVIDSON single and join H. K. Police flying squad. Free licences and petrol allowance. Special prices. Side-by-side valve motors \$575. Over head-valve motors \$600. Cycles equipped with luggage carrier, speedometer, front and rear stand, electric light, horn and balloon tyres.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry).
Telephone K.1242.



Mobiloil

Make the chart your guide

.....and the
word went round.....

buy Gargoyle MobiloilIT PAYS ITS WAY.

When we introduced Gargoyle Mobiloil, lubricating oil beliefs and values were given a new ideal of performance and economy.

Overnight, Gargoyle Mobiloil raised the standard of lubricating oil service.

On speedway, highway and remote trial Gargoyle Mobiloil performance won the whole-hearted tribute of the man at the wheel, and a phrase was coined "buy Gargoyle Mobiloil," it pays its way.

Full recognition of it by motordom, full credit for its matchless quality and endurance, have manifested themselves in a world wide demand for Gargoyle Mobiloil service.

And for every type of motor there is a Correct Grade of Gargoyle Mobiloil. Make our Chart your Guide when changing over to Gargoyle Mobiloil.

VACUUM OIL CO.

Although the large type of motor car appears to be losing popularity, it will probably remain as the luxury car for people who are able to afford expensive vehicles. During the last few years, British manufacturers have concentrated on the smaller types, with the result that they lead the world's markets to-day. One of the notable examples is the popular little machine manufactured by the Austin Motor Car Company, and

known to an English manufacturer for a catalogue and prices of a certain car, which, although excellent in many respects when purchased for use in England is not by any means ideal for Hongkong. No doubt this gentleman is influenced by the desire to drive "something different", which is a form of vanity to produce endless trouble and annoyance when the time comes for the replacement of a worn-out or broken part. We would strongly advise prospective motorists to "think before they leap" for the simple

The complaint so often expressed concerning the lack of a centrally situated garage, has been effectively dealt with by the taking over of the spacious premises, which, until recently, served at the Central Fire Station, for a motor garage. Those responsible for the enterprise are to be congratulated, for their action has certainly filled a long-felt want. The new establishment is being run on business lines, and the proprietors are anxious that motorists who make use of the facility, shall be satisfied with

HONGKONG'S LOWEST COST POWER TRAVEL!

**A. J. S.
TRIUMPH
DOUGLAS
INDIAN
Motor Cycles**

(STOCKS CARRIED)

From one to two cents per mile to operate.

Ample Power for all Traffic and Road Conditions.

By paying a few \$'s down you can drive any of the above cycles away, licensed and Insured. Balance payable over 6 months.

New Models—Lower Prices

ALEX. ROSS & Co. (China), Ltd.

Sub. Dealers

KOWLOON MOTOR CAR & CYCLE EXCHANGE CO.

MICHELIN TYRES

GENERAL AGENTS & DISTRIBUTORS

FOR SOUTH CHINA

The EUROPE-ASIA TRADING Co.

1st. Floor, Pedder Building, 12, Pedder Street.

Ask for the—

NEW MICHELIN PRICE LIST

Showing Latest Reductions

NEW STOCK EVERY WEEK

CHINA UNDERWRITERS, LTD.

FOR

ALL CLASSES

OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

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TELEPHONE—

C. 1121-2

SOCONY

MOTOR OIL

MODERN OILS FOR MODERN MOTORS.

"REFINED UP TO A Standard NOT DOWN TO A Price"

AUTO BARBERS.

An "auto service barber shop" in U. S. A. sends an automobile for its patrons.

Customers call and make an appointment. When their time comes the shop sends a car to get them, after advising them that an automobile is on its way for their convenience.

RENT-A-TRUCK.

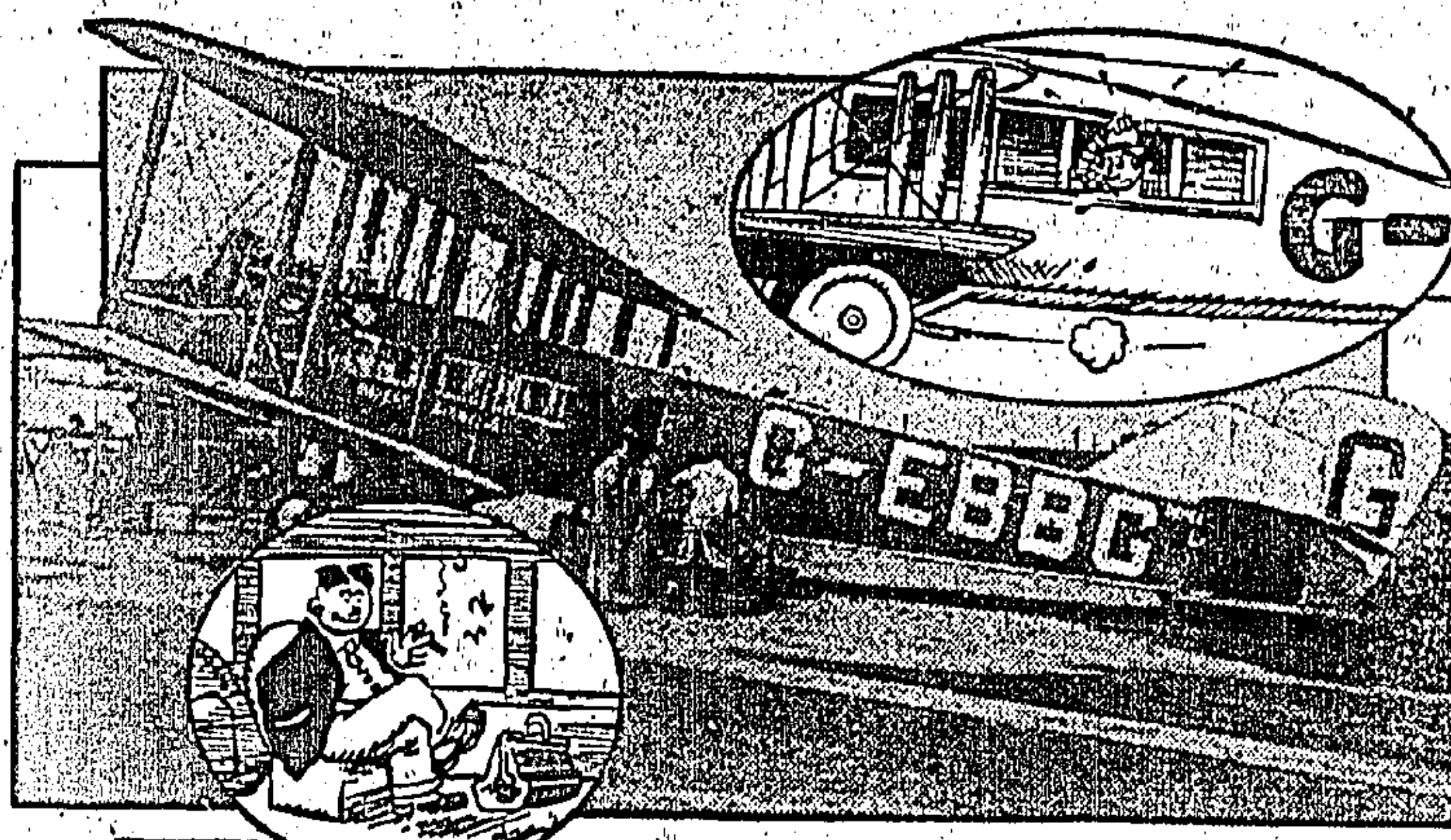
Rent-a-truck is a new idea in motor transportation attributed to General Motors.

Motor trucks will be rented to business concerns and individuals at the rate of \$30 a week plus 13 cents a mile, which includes gas, oil, insurance and driver, according to reports.

ACROSS THE CHANNEL BY AIR.

AN IMPRESSION OF MODERN TRAVEL.

(By Alton H. Ketchum.)



The Handley-Page bomber which flies between London and Brussels, one of the many that cross the English Channel.

For a real thrill you ought to fly the English Channel. I did, and I shall never get over it.

An Airways motor whisks us out to Croydon, the great airport of London, just as the slanting rays of the morning sun are gliding the vast sweep of its. There are perfunctory examinations, weighing of one's luggage, and of oneself.

Passports are scrutinized, de-barkation cards filled out, a porter slaps a huge circus label on my suitcase, and I step out into the flying field with a feeling of tingling imminence cutting across my mind.

There she stands—a great Handley-Page, of the type used during the war for bombing.

Her motors are roaring until they echo again from the surrounding hangars, while a small army of mechanics cling to strut and stay. She trembles and shivers with the apparent desire to be off. Some of the passengers do, too, but from quite opposite motives!

The enclosed cabin is comfortably arranged with ten wicker chairs, and an aisle between. Back of a lavatory and drinking fountain. Eight of us are settling down as we taxi across the field, when, with a mighty roar from her two great Rolls-Royce engines, she leaps forward like a live thing, throbbing and pulsing with a glorious sense of unleashed power.

BUMP—BUMP AND UP!
Bump—gathering speed—bump—going faster—bump—on the wings of the wind we swoop upward, and down below, down, down, drop hangar, Croydon; down drops the whole country of Surrey!

The greater beauty of any country seen from the air dawns upon us—especially this English countryside.

In no time we climb a mile to flying height. The "soft, fleecy" clouds seen below are a dingy slate-grey up here. Without the ground reverberations, the motors are much less noticeable high in the air, though conversation is still difficult.

A hundred miles in all directions the green, yellow, red and brown patchwork of the countryside rolls off to the horizon, segmented by tiny hedgerows,

white road-streaks, little lakes that shimmer like reflected jewels; a thin shining strip of steel along which an unbelievably tiny train creeps, puffing to the channel ports.

Our own shadow tags along below.

WHISH! AN AIR POCKET.

But flying must have some zest to it, and the insidious thing called an air pocket supplies it free of charge. To conceive of an air pocket, ascend 10 stories in any elevator and cut the ropes. After the first few one learns that he is not going to be shot through the ceiling at the next 20-foot air excavation, and feigns non-chalance as he looks covertly along the wing, for cracked struts.

However, not all the passengers seem worried—from the moment of taking off the spare gentleman across the aisle has hardly looked up from his book. Just ahead a German dyes in his chair. Back of an American is writing a letter between air pockets. Two Englishmen, knickered and knapsacked for a holiday, chat in shouts forward.

Thirty minutes' flying time and we are at the channel, Dover, far below. Soon the chalk cliffs are fading and a dark band appears in the other side—France! And in a few moments England drops away below the horizon.

The treacherous and much-swum channel seems very calm from above, though long rippling undulations are apparent beneath the surface. The air itself is much smoother above the water, too, and the plane throbs along as though on rails. Far, far below wee channel boats barely moving.

OVER THE CONTINENT.

Hardly 25 minutes and we are over France and the plane is banking sharply northeast.

The country below differs greatly from that which we have just left. Through a mile of very clear air we see little fields meticulously cultivated; red-roofed farm-buildings grouped about cobbled court-yards; little white cross-roads villages and canals, shining like silver streaks along the landscape. Dotted the vast panoramic vista,

scores of squat little red wind-mills with broad sails churning peacefully on.

Traces of the war appear. Paint sattered lines where trenches are being silted in, and the jumbled grey piles of ruined houses. Everywhere, in this zone, bright red roofs of new homes built amid the wreckage of the war.

Half an hour and a black thunder-cloud is lowering, and glowering ahead. Jets of water are flying from the struts and running down over the wings. Below it is raining mistily, but here the moisture merely condenses on the body of the ship.

BRUSSELS AND LAND!

Darkly seen through the veil of rain, the roofs and spires of a large city take shape—Brussels! A quick dip to port, a topsy-turvy looking world, and the plane slips into a sharp banking spiral as the earth rushes up to meet us. A bump, a sharp crack, another jar, another, and we are once more disillusioned creatures of earth, shorn of our wings, and forced to dodge mud puddles and the large drops that are beating a tattoo on the fuselage as we stop out.

OLYMPIA SHOW.

SOMETHING NEW IN
SHOW STANDS.

With Sir Alan Cobham's feats still fresh in the public mind the aircraft atmosphere pervading the design of the Armstrong Siddeley Stand at Olympia was most appropriate. Two tall towers and their cross beam were made of polished steel lattice work and symbolized the steel construction of Armstrong Siddeley aeroplanes. Dominating the cross beam was a giant reproduction of the Armstrong Siddeley Jaguar

engine used by Sir Alan Cobham while crowning each tower was a beautifully modelled Sphinx, a much magnified edition of the well-known Armstrong Siddeley radiator mascot, complete the scheme, the jutting ends of the beam terminated in replicas of Armstrong Siddeley V shape radiator, the central portion carrying the name of the Company carved in blue letters on glittering aluminium background illuminated by flood lights. The Stand was designed by the aircraft engineers at the Coventry works.

THE TRAFFIC COP.

I am the unloved traffic cop;
I signal GO and I signal STOP;
I rule the high and I rule the low;
When I raise my hand they stop and go.

They stop and go obediently,
But high and low they all cuss me.

I raise my hand and the raging tide
Snarls to a pause on either side,
The menacing racer, long and lean,
The old tin can and the limousine.

They growl at me and their hot teeth clash,
And the insane walkers past me dash.

In rain or snow or sun or sleet,
Alone I stand in the frenzied street
And check mad wheels, and check mad feet,
The glittering car and the old tin can
And the wild-eyed bob pe-des-tri-an.

I save their lives—and the goofy mob
Likens mine to the hangman's job.

I work all day in a brimstone smoll
And dream all night that I've gone to hell,
Where a myriad motors snarl with glee,
And a myriad devils all cuss me.

I work all day in the noisome breath
Of a constant quivering, eager death.

For I am an unloved traffic cop
Who signals GO and signals STOP!
I rule the low and I rule the high;
But, high or low, when they pass me by,
They're yearning to sock me in the eye.

A steady rock in a crazy sea,
I save their lives—and they all cuss me.

Lowell Otway.

(The New South Wales Police News,
October 7, 1926.)

PAC K A R D Unmatched Beauty

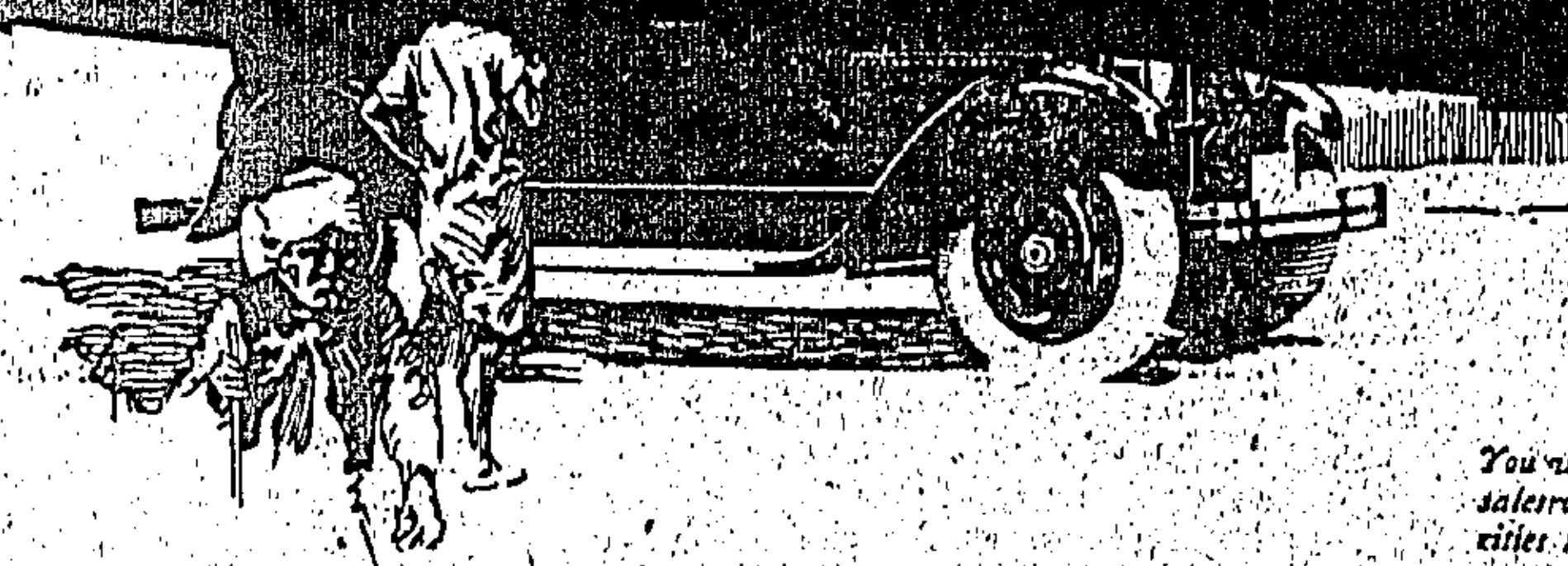
THOSE privileged to view the Taj Mahal instinctively term it the most beautiful building in the world.

Genius reveals itself in many forms.

The slim beauty of the Packard shows the touch of modern masters. Since Packard introduced straight lines into

motor car architecture eight years ago, no advance in design has been made.

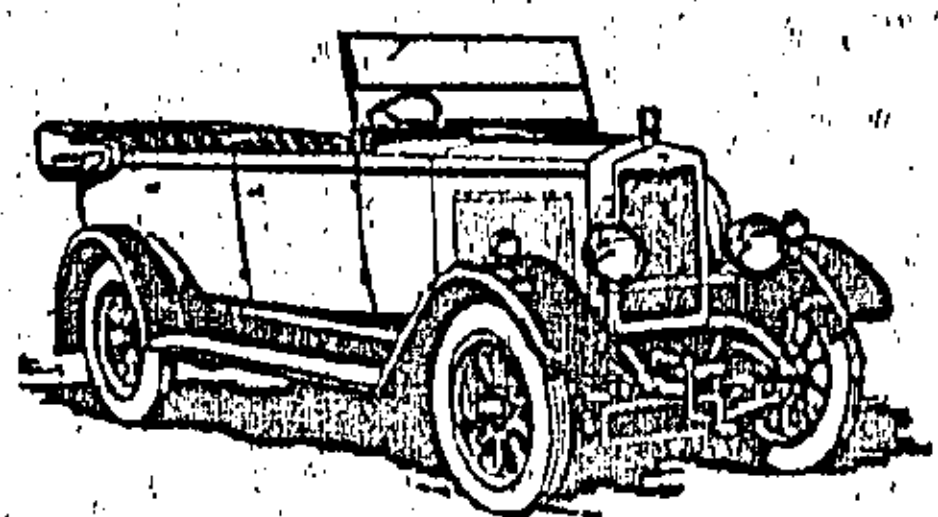
Imitation has been persistent, but the continuance of Packard victories in Continental Beauty Contests proves clearly that its grace and charm remain unmatched.



You will find Packard
saferooms in important
cities the world over.

ONLY PACKARD CAN BUILD A PACKARD

These 4 Values



of the new
"World"
models

are converting the World
to Morris motoring:

The "Transport" Value

- thirty miles per gallon
- fifty miles per hour
- reliability that is proverbial
- ten years' service.

The "Comfort" Value

- really efficient suspension
- the famous silent MORRIS engine
- complete equipment
- Dunlop low-pressure tyres.

The "Social" Value

- roomy English body
- elegant appearance
- delightful colours.

The "Re-Sale" Value is unapproachable

- because the car is almost monotonously reliable, and is backed by well-organised service.

Keep abreast of this big motoring "charge-over,"
order your Morris NOW

MORRIS

"the Wheel of the World"

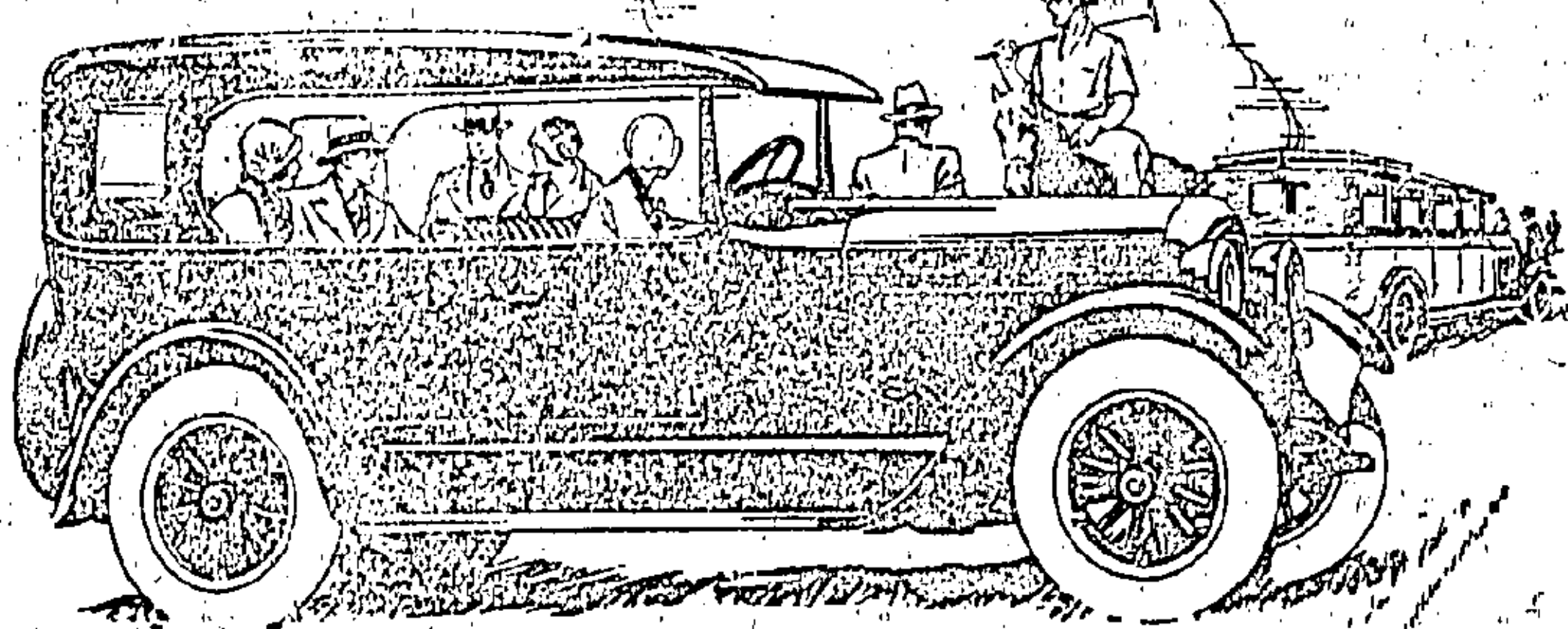
For Price £190 up

DELIVERED IN HONGKONG

APPLY:—

Hongkong Hotel Garage.

The Fastest Selling High-Powered Car
in the World
Studebaker Big Six Duplex-Phaeton



Studebaker Alone

offers One-Profit, Unit-Built Values
in the fine car field

In the fine car field, no car can successfully compare, point by point with Studebaker, because—

Of all fine cars made in America, only Studebaker is built complete by one company. Ford enjoys this same advantage in the low-priced field.

Studebaker is a One-Profit car because Studebaker makes all its own bodies, engines, clutches, gear boxes, differentials, springs, axles, steering gears, gray iron castings and drop forgings. Other manufacturers have to include the profits of outside parts makers in their prices.

With One-Profit manufacture, there is also the advantage of Unit-Built construction. Each part is designed, engineered and manufactured so that it coordinates perfectly with all other parts.

Studebaker's "No-Yearly-Models" policy stabilizes the value of Studebaker cars.

The Big Six Duplex-Phaeton (illustrated) is the fastest selling high-powered open car in the world. No car offers higher quality. Only seven American cars possess greater rated horsepower, but they sell for from two to four times its price.

THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotels, Ltd.)

Car Sales and Accessories / C. 4759

Service / Phone and Parts / C. 4602

STUDEBAKER

BUILDERS OF QUALITY VEHICLES FOR 73 YEARS

OXCART TO MOTOR CAR.

TRANSPORT EXHIBIT DRAWS VISITORS
AT BIG FAIR.

THE CHARIOTS OF TUTANKHAMEN.

The outstanding exhibit at the Michigan State Fair, Detroit, September 5 to 11, was the Ford Motor Company's display of the vehicles of all times. Authentic specimens, taken from Mr. Henry Ford's collection, were arranged in chronological sequence, each vehicle bearing a printed placard explaining its era and value.

The exhibit was sheltered under a large circular tent, reached by a well-kept walk between green lawns and clumps of arbor vitae. A high white archway marked the entrance to the display.

The archway led into a forty-foot gallery divided lengthwise by a rope to form entrance and exit. To the right of the entrance stood the beginning of the exhibit—two gilded, embossed, and polychromed replicas of the golden chariots of King Tutankhamen. To the right of the exit, across the hallway, stood a Lincoln sport phaeton, marking the end of the exhibit and the limit to which land transportation has been pushed by man in the 3,000-year interval depicted by the exhibit.

THE CHARIOTS OF TUTANKHAMEN.

The chariots had been made for the great Wombly Exhibit in England in 1925 and were replicas in everything but materials of those taken from the tomb of King Tutankhamen. They had been placed, together with countless other requirements of the daily existence of the kings of Egypt, close to the body of Tutankhamen, to serve him in the life which he believed followed death. They bore dates which would now be expressed as 1,358 B.C.

Passing through the gallery beyond the chariots, visitors entered the large tent in which the vehicles of man were arranged in the sequence of their use.

The first mode of conveyance shown in the tent was an oxcart. Crude, cumbersome, massive, the solid wood wheels of this vehicle transported men of all climes for countless generations even until to-day, for it is still in use in nearly every country of the globe. The

Pennsylvania buckboard shown next would have looked very cumbersome anywhere except beside the oxcart. Its heavy wheels were spoked, however, and not solid, and the wooden seat had the benefit of whatever spring its four-foot wooden supports imparted to it. The scoop-shaped frame had no more springs than the oxcart.

Beyond, towering over the little Pennsylvania buckboard, a huge conestoga wagon, or covered wagon of the prairies, reared its white canopy. High in front, high in the rear, this staunch, sway-backed contraption served early Americans as vehicle, home, and fortress during a whole transportation era. Like its predecessors, it was springless.

A semblance of springs appeared in the next vehicle, the western buckboard, with its high, light wheels and narrow, half-round iron tyres suited for fording rocky creek beds and spinning along over cactus-boarded, sandy trails. These, with the springy frame and leather cushion, gave the first hint of speed and comfort, although there was no provision for a top of any kind.

Iron springs, eight in all, appeared on the next vehicle in line, the mighty stagecoach of mid-nineteenth-century vogue. In fact the iron work on this vehicle was as noticeable as the wood. It held twenty to twenty-four passengers and baggage, on its various seats, inside and out, reached by a series of iron steps. A heavy iron shoe on a chain, served, as a brake. Two large coach lanterns lighted the road, one can imagine how inadequate.

Separated from the stagecoach by an American high buggy, a light vehicle, with fifty-inch narrow wheels and two end springs, was the Concord stagecoach of "C.T. Shoror, Worcester and Fall River, Massachusetts." Striped and garishly decorated one imagined that it gave its six or eight passengers a fairly comfortable ride over strap springs to Marlboro, Northboro, Shrewsbury and Worcester, as the black lettering on the yellow field declared. Lighter and faster than the western stagecoach, the mail coach served every countryside in America during its era. It was the true forerunner of the railroad, and its use was felt for generations in improved social and business relations as well as improved roads. There are many finely ballasted highways today which find their origin directly in the old mail coach roads in the 19th and 20th centuries.

The next vehicle, the heavy, high, two-wheeled Calash may still be seen in daily use about the steep streets of Quebec. It is also called a carouche there, and its high-curved leather spring supports are a familiar sight in and about the old fortified city.

The one-horse Shay which made its appearance in the American Colonies before 1700 resembles the Calash with its leather springs, heavy 62 inch wheels, and beautiful leather hood. According to Oliver Wendell Holmes it was built "to last one hundred years to a day," and the specimen on exhibit looked its reputation for durability.

The Colonial Gig appeared next in line. Although lighter than the Shay it much resembled it with its two wheels, strap springs, and leather hood like a sunbonnet.

The Sociable, one of the most pretentious carriages in the exhibit, came next. Its vogue lasted more than a century and it was used extensively in America in the sixties. The elaborateness of the coach work and the design of the Sociable gave it a distinct Empire effect. A coachman sat high in front of a deep, luxurious leather seat reached by folding steps and low doors. The great leather hood spread over the seat like a tent. Strap and metal hinges made it very comfortable and two lanterns added to its grace and completeness.

Almost eclipsed by the splendour of the Sociable was the Rockaway Carriage next to it. This ornate and befringed vehicle was made in Detroit about 1858 and vies in beauty with the Chicago Waterworks Building, of which it reminds one.

The tin-pedlar's cart, one of the most popular and picturesque vehicles in the exhibit, came next. Long, low, with down-folding sides and long strap springs, this homely vehicle found its prototype in the collection of many who saw it. In a box by the wide seat reposed the horn which announced the pedlar to the housewife, and the steel yards for weighing the bundles and bags of rags taken in exchange for the pedlar's wares. The wares themselves were indicated although the usual stock was often much more extensive. Milk pans, which preceded the centrifugal cream separators, skimmers, kitchen ware, clotheslines, skewers, mouse traps, bolts of calico, print, and often more pretentious dress goods, were carried by these early forerunners of the "store-at-your-door."

Next in line was the Standard American Buggy, most built and exported of all vehicles previous to the advent of the automobile. Its single seat was sheltered by a leather top supported by four hinged iron uprights and a hinged bow on each side. The body, a long narrow box with leather dash, rested on a spring at each end. Its wheels were low, narrow, and substantial.

The Cut-Under American Buggy came next, a vehicle much used by doctors and professional men in the early sixties. Solid rubber tyres appeared for the first time in the exhibit on its wheels.

A Single-Victoria, with curved thills, graceful brackets, and beautiful hood, with single outside bows, stood next in line. Beside it stood a similar single-Victoria with a rear perch for a coachman. A larger, more luxurious Victoria with slanting-seat driver's box in front completed the Victoria display.

SHADES OF THE GIBSON GIRL.

Next came the ornate, Hansom Cab with high driver's seat behind, brackets to lead the reins to his hands, and panelled and glazed apron doors to fold over the occupants, against the weather. It needed but the Gibson Girl, in many-ruffed evening cape and pompadour, with her mustached companion in bell-crowned opera hat, to take one back to the Fifth Avenue of the nineties.

The last of the horse-drawn vehicles was the inclosed Brougham, the rubber-tyred symbol of luxury—the hack which was displaced only by the closed car.

The exhibit next showed bicycles. First came heavy, cumbersome, unsprung, wooden-wheeled models which must have made walking seem delightful. The idea of speed contained in their names. "Velocipedes," was not reflected by their appearance, although perhaps they seemed fleet in their day, 1868-9. In any event, they left ample room for improvements, and subsequent models displayed radical ones. A Columbia Two-Track Tricycle, that is, with a larger and a smaller wheel in line and another large wheel on one side, showed a variation of the bicycle, with an attempt at stability and comfort. The mechanism by which this remarkable affair was driven and controlled must have seemed even more complicated in its day than it does now.

FOOT-POWER TRANSPORTATION.

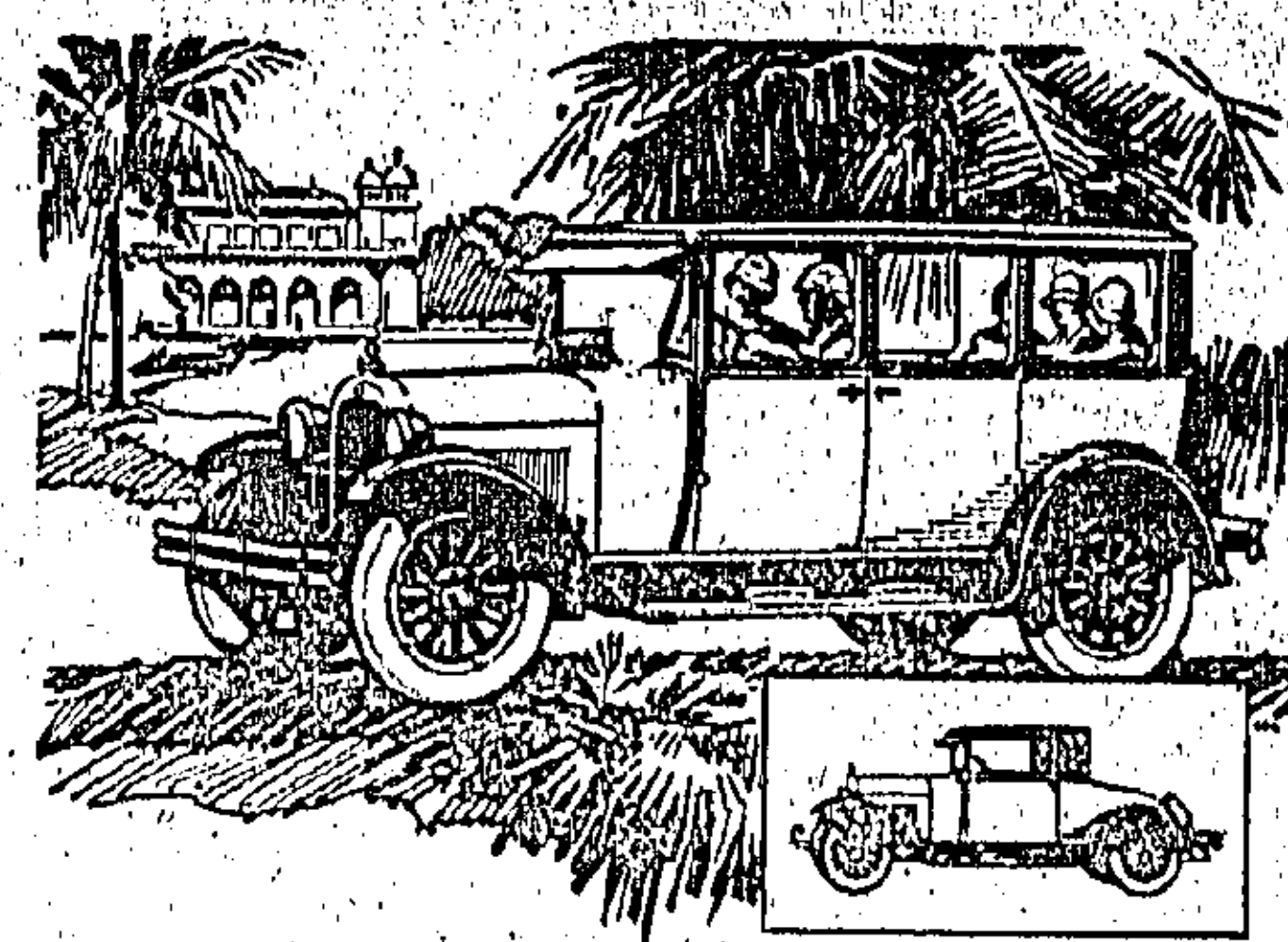
High-wheeled bicycles followed, with wheels becoming progressively smaller, then a tandem, a three seater, and a four seater introduced a bicycle of practically the same model as that in vogue at present. The card attached to this bicycle advised that it had been used by Mr. Henry Ford in 1900 and Mr. Edsel B. Ford in 1915. A chainless bicycle and a two-cylinder motorcycle completed the bicycle exhibit.

Then came the Ford car. A 1903 Model A Ford runabout appeared first, its red paint and bright brass fittings as trim as on the day it was completed. This car and the same model, but with a bustle-like tonneau attached, have been described too often to warrant repetition here, as has the 1906 Model N which stood beside them.

AUTOMOTIVE AND LOCOMOTIVE.

The 1906 Model T had an interested circle of spectators always around it. Nearly everyone commented on the removal of the pump from the front of the radiator and the right-hand control.

Then followed a complete line of 1926 Model T cars, and a beautiful selection of Lincoln



LUXURY, COMFORT in hot or cold climate

Dodge Brothers closed cars are ideal all-climate, all-weather cars.

They combine full protection against dust or rain-storms, yet afford full vision and ventilation too. They have the coolness of an open car, in hot weather.

In every kind of climate—in British East Africa, in South Africa, in India, in Australia or in the colder climates of North China, or in Japan, they are providing equal qualities of riding, driving and weather comfort.

They maintain, moreover, an exceptionally good appearance over long periods of time.

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DODGE BROTHERS MOTOR CARS

DON'T LEAVE YOUR CAR IN PEDDER STREET!

THERE is no longer any reason why you should leave your car out in the street all day. Sunshine and rain alike cause deterioration, while meddling fingers are liable to interfere with it.

Within a few seconds of the centre of the City, a new garage has opened where you may leave your car or cycle with the assurance that it will be well looked after. It is located in the old Fire Station Building where there is ample accommodation.

Furthermore, an expert staff of mechanics is ready to effect any repairs quickly and efficiently.

You know the address

THE CENTRAL MOTOR CAR GARAGE

Old Fire Station Building, Des Vœux Road.

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cars, ending with the sport phaeton which stood on one side of the entrance.

In inspecting this exhibit one walked in a circle around the outer edge of the great tent which housed it. Within the centre of the tent were five exhibits which were constantly surrounded.

A 1903 Darracq limousine, resplendent in brass work and with a plate glass windshield like a store front, drew much attention. Looming up beside it, on a section of rock-ballasted track, was a large wood-burning locomotive, the Satilla, of the Atlantic and Gulf Railroad. Polished so that it shone, this locomotive with its great spark-catcher funnel and tender piled high with wood must have caused many a surprised shout of approval when it first appeared, instead of the amused interest with which it was viewed in this exhibit.

THE PLANES: THE FIRST FORD.

The last and mightiest group of the exhibit had something symbolic about it difficult to convey in print, yet felt by all who saw it. It consisted in a huge

three-motor, all-metal Ford monoplane, under one wing of which stood the first Ford car, and under the other the tiny Ford-built airplane which caused so much comment when first announced by Mr. Ford on July 30, his birthday.

The little two-cylinder car, forerunner of the world's greatest transportation medium, direct ancestor of the unbroken chain of more than 14,000,000 Ford cars which is daily being increased by many thousand, presented no greater contrast to the sophisticated eye than did the two monoplanes, the mighty freight carrier and the diminutive one-passenger. Interest in the exhibit, one of the finest of its kind ever assembled, reached its peak at this group.

RUNS 750,000 MILES.

A one and one-half-ton truck owned and operated as a bus by the Puget Transportation Co. of Tacoma, Wash., has travelled 750,000 miles since 1916. This record is being added to by 220 miles daily.

THE MOTORING WORLD.

CURRENT TOPICS.

(NEW MODELS).

We have now reached the season of the year at which many British motor and motor cycle manufacturers are announcing their programmes for next season in view of the proximity of the Olympia Shows.

As regards cars, "The Autocar" prophesies that 1927 will be a six-cylinder year, notable particularly for the wide-spread adoption of six-cylinder engines for popular priced cars of the family type.

It is not to be supposed, however, that the day of the four-cylinder is past, since even so strong a champion of the six-cylinder principle as Mr. S. F. Edge still maintains the view that there is a big public for four-cylinder models, and backs his opinion by continued production of four-cylinder A.C. cars in addition to the six-cylinder types.

Just recently the price of the 16.40 h.p. six-cylinder A.C. was reduced to £395 on the home market, this representing a cut of no less than £100.

Prominent among new six-cylinder models is the 16.45 h.p. (two-litre) Wolseley. This has an engine rated at 15.7 h.p. but well able to develop 45 h.p. on the brake and giving vibrationless running at car speeds varying from five to sixty miles an hour.

STRENUOUSLY TESTED.

This new model has been strenuously tested not only in Great Britain, but over the mountains and bad roads of Spain and among the passes of the Alps.

The engine has overhead valves, aluminium pistons and duralumin connecting rods. It drives through a single plate clutch and a four-speed gear box built as a unit with the engine and resiliently mounted on three-point suspension. The rear axle is of the spiral bevel type and gives good ground clearance.

The makers of the Sunbeam have recently introduced a new 25 h.p. six-cylinder model, the engine of which gives admirable acceleration and flexibility. Very efficient four-wheel brakes are fitted.

The latest production of Humber Limited is a 20.55 h.p. six-cylinder model designed for the owner-driver, accessibility having been very carefully studied throughout. The engine and the four-speed gear box with right-hand change are separately mounted on a sub-frame and flanked to meet the main frame so that dust cannot enter from underneath.

LUBRICATION.

The lubrication system represents a departure from the normal and embodies two separate supplies of lubricant.

One pump supplies oil at a low pressure, delivering it to troughs into which the connecting rods dip. Oil at high pressure is delivered by a second pump to the main journal bearings on the crankshaft and camshaft and to the overhead valve gear and timing gear.

The Armstrong-Siddley range is being increased by the introduction of a new six-cylinder model known as the "Long Eighteen." Generally speaking, the mechanism is similar to that of the "Short Eighteen" model. The final drive is by spiral bevel gear.

The braking system is new, the brake drums measure over seven inches in diameter and altogether six pairs of shoes are employed, the foot brakes operating on all four wheels.

LOW PRICED CARS.

In the field of low priced four-cylinder cars the announcement of the 1927 programme of Messrs. Morris Motors, has created very great interest.

The new chassis differs from the old in many respects. The frame has been entirely redesigned and the three-quarter-elliptic rear springs are replaced by long semi-elliptic underslung springs of great flexibility, which, with Smith's single-acting shock absorbers, now fitted as standard, result in greatly improved suspension.

The four-wheel brake system has been re-designed, the operation being more direct. An important change is the incorporation of an all-steel dash having a pressed steel recess in which the petrol tank is housed.

REGARDING PRICES.

As regards prices, noteworthy reductions have been made. In the home market the Morris-Cowley with rear brakes and simplified equipment can now be purchased for £148 10s. as a two-seater. The four-wheel-brake model with full equipment costs £160 as a two-seater, £12 10s. more as a four-seater and only £195 with a two-door saloon body.

The home prices of the Clyno cars, for which, together with the Hillman, Messrs. Rootes, are the world-distributors, have been materially reduced. The 11 h.p. two-seater can now be obtained at £160 and the four-seater at £172 10s., these prices representing reductions of £10 and £17 10s. respectively.

Even bigger reductions have been made in respect of the 13 h.p. cars, which have been reduced by amounts varying from £30 to £48, according to the types of body fitted.

All Clyno cars are to be equipped with four-wheel brakes.

GENERAL ITEMS.

A new six-cylinder car is shortly to be produced by the Villiers Engineering Co. of Wolverhampton, who are well known as manufacturers of motor-cycle engines.

Sheets of steel so thin as to be transparent and to resemble clear glass are said to have been produced recently at the Physical Technical Institute, Berlin.

According to a New York correspondent, statistics compiled by a Boston insurance company show that a quarter of a million cars, valued at £43,600,000, are stolen each year in America. Of these, 80 per cent. are subsequently recovered.

A prophetic drawing which appeared in Punch in May, 1906, depicted a milestone of the future fitted with a shilling-in-the-slot device, whereby passing motorists could obtain supplies of fuel. While this forecast has not yet materialized, it is interesting in view of the shilling-in-the-slot Attachment, in conjunction with a petrol pump, in use at a garage near Manchester.

The new Enfield model has a side-valve engine of 488 c.c. and is fitted with a four-speed gear box carried between extensions of the engine plates and having a draw-bolt adjustment.

An A.J.S. model which, though new, embodies none but well-tried features, is the 498 c.c. side-valve machine. The design is, in general, similar to that of the overhead valve sporting model of the same rating, and the machine is a thoroughly sound model for solo touring or sidecar work.

The 499 c.c. Rudge-Whitworth motor bicycle was shown in three forms; namely, the Standard model, which has not been materially changed since last year; the Special model, which is in reality a highly finished edition of the Standard; and the Sports model, which was only introduced a few months ago, but has already achieved many important successes in races and trials. Special features of the Rudge-Whitworth design are the four-valve engine and the four-speed gear boxes. In the Standard model the gear box and clutch have been re-designed to provide greater strength in view of the higher power of the new four-valve engine.

Very Powerful Machines.

Among very powerful machines an interesting example is the N.U.T., the export of which is handled by Messrs. Rootes, of Devonshire House, London. The firm specialises in motor cycles of one engine capacity; namely, 700 c.c., but markets a special overseas model with an increased ground clearance, hand and foot clutch control and twist-grip throttle. The two cylinders of the V-type engine are interchangeable.

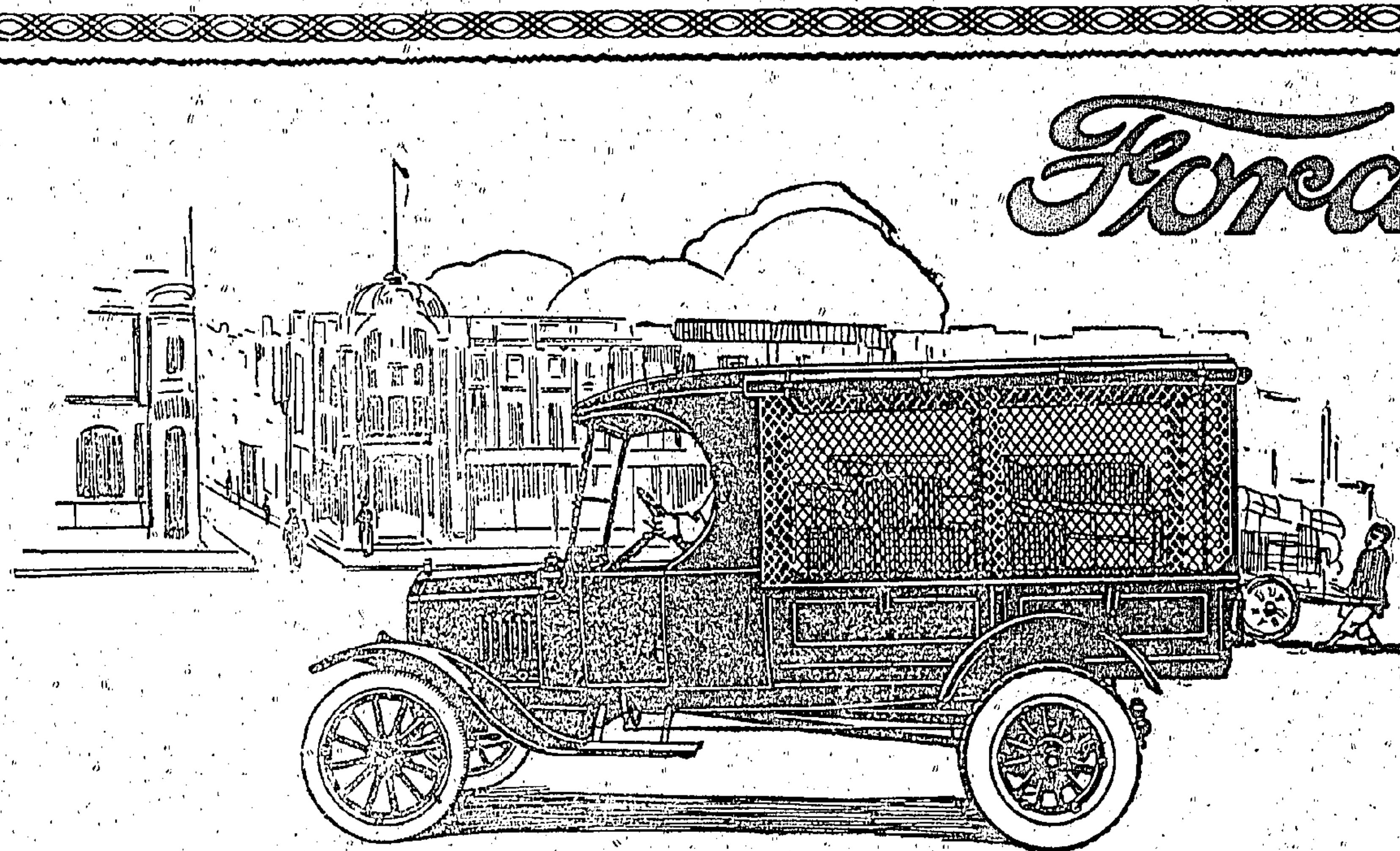
The Royal Enfield range has been increased by an entirely new

Sports model rated at 9.76 h.p. and fitted with a side-valve engine having aluminium pistons and mechanical pump lubrication. Twin exhaust pipes with fish-tails give quiet running. The drive is by chain through a three-speed gear box with the usual Enfield cush drive and back hub. The internal expanding brakes operate in eight inch drums.

The largest of the A.J.S. range, which has a twin-cylinder side-valve engine of 799 c.c. capacity, has not been materially changed since last season. The forks have been somewhat strengthened and electric lighting is now included in the equipment, and improvements have also been effected in the matter of mechanical lubrication.

A fair number of trade carriers were exhibited at the Show. These were all, with one exception, of the normal type, consisting in

effect of a sidecar combination with a box in place of the sidecar seat. The exception was that of the Rudge-Whitworth light van, an example of which took part in the recent Trade Carrier Demonstration and covered some seven hundred miles, including numerous steep hills, without any trouble at all. The outfit consists of a 4.99 c.c. motor cycle with sidecar, carrying a box accommodating about two hundredweight of goods. In addition, it hauls a quite substantial two-wheeled trailer with a box van body quite capable of holding up to about six hundredweight of goods. Employed under suitable circumstances, this type of carrier should be extremely economical for delivery work.



The best insurance for safe delivery service under all conditions is the Ford one ton truck. The improved braking system assures quick stops on slippery roads and the absence of excess weight prevents a tendency of skid. The truck is easily handled in congested traffic and narrow streets. It stands up under rough travel of interior roads and broken pavements. Bodies to suit your individual requirements can be built here at moderate cost.

THE FORD
ONE TON TRUCK

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Delivered Kowloon
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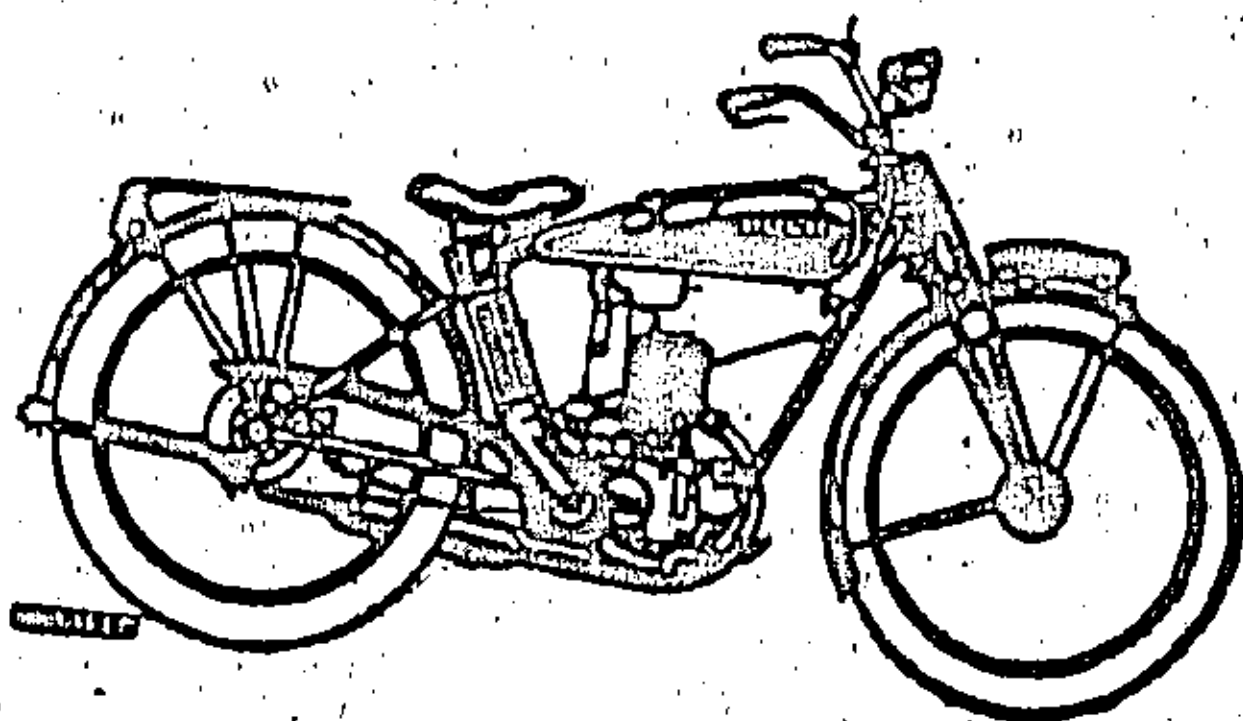
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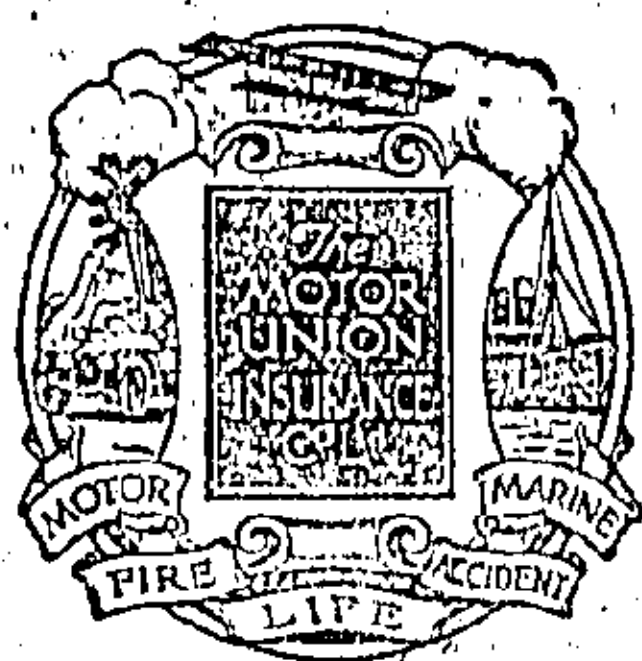
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WITH THE MOTOR
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LIMITED.

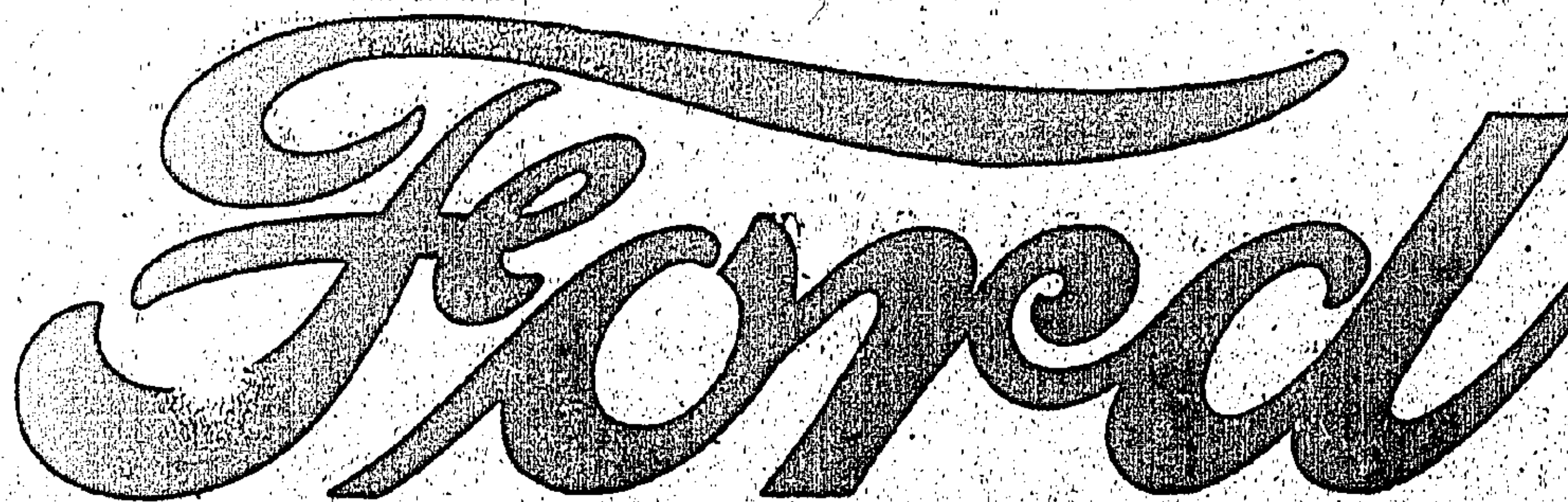
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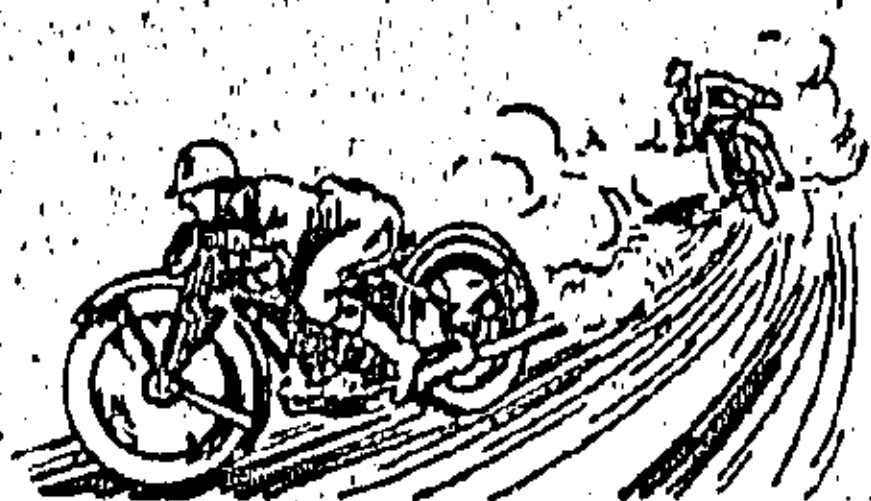
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gained the following awards in the recent English

INTERNATIONAL 6 DAYS TRIAL

SPECIAL EXHIBITION MEDAL

The B. S. A. team on 3.49 h.p. models completed the course without losing a single mark and were the only team to complete the Trial with absolutely clean sheets.

ALSO MANUFACTURERS' TEAM PRIZE.

CLASS "B"

Riders of B.S.A. Motor Bicycles also gained the following awards:

10 GOLD MEDALS "1 SILVER MEDAL

THE SINCERE CO., LTD.

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FORD OWNERS

Arrangements have now been completed whereby Ford Owners

are enabled to purchase

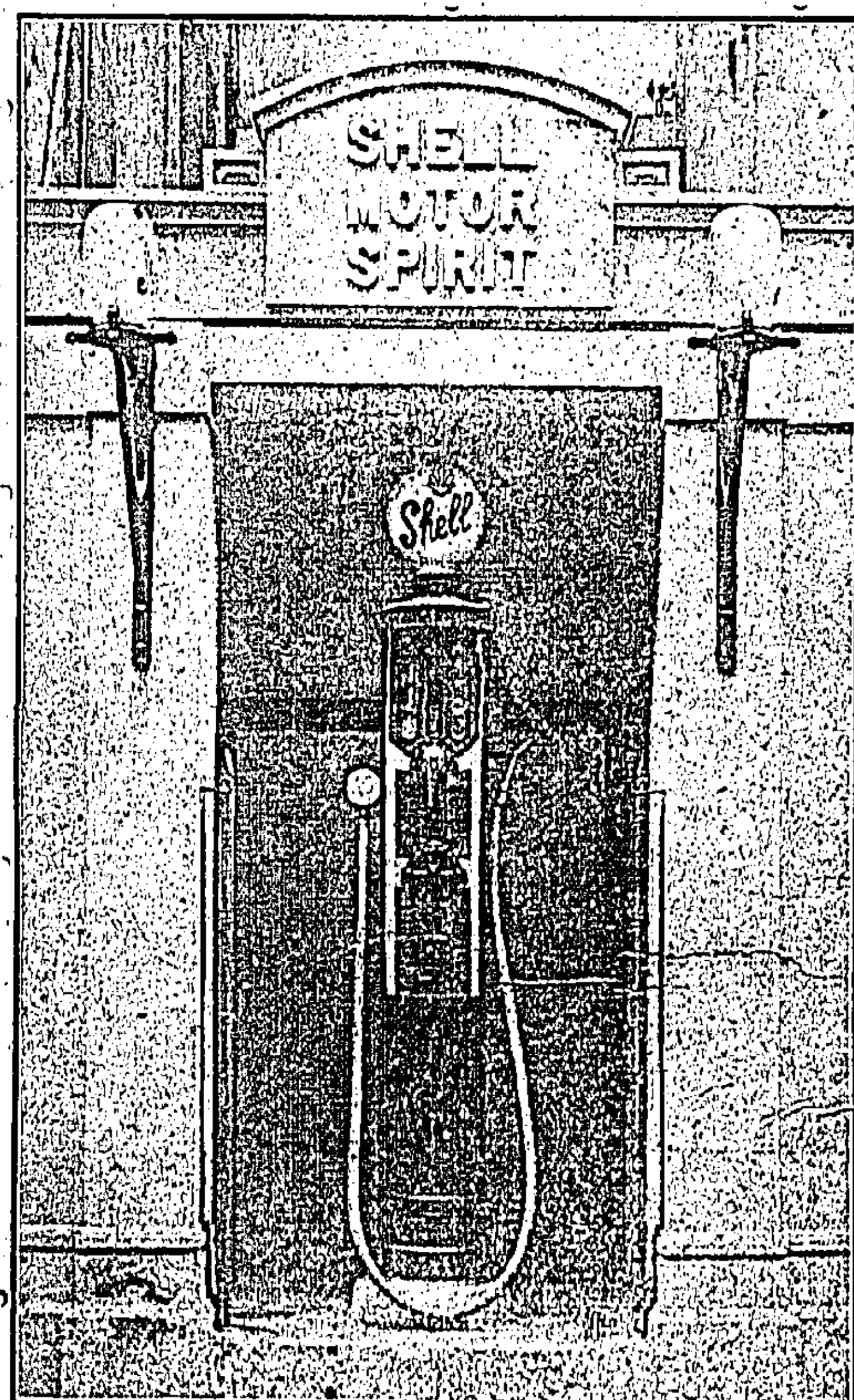
GASOLINE and TYRES

AT REDUCED PRICES.

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Situated in Douglas Street

Des Voeux Road Central, and opposite The Douglas Steamship Wharf

The Asiatic Petroleum Co. (S. C.) Ltd.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

GOOD CONNECTIONS AT THE BATTERY.

Lack of them may mean the total failure of the electrical system, failure of the starter to operate, irregular lights or damage to the generator. Improper connection may be caused simply by the battery clamps being loose on their terminals or by products of corrosion of the parts, caused by the action of escaped acid, spoiling the contact between the clamps and the terminal posts. Whenever there is a collection of white or greenish material at the connections (usually the "live" one) future trouble may be looked for. As a temporary measure detach the cable-clamps, wipe off the evidences of corrosion, apply ammonia water to the affected metal to neutralize remaining acid, scrape the lead terminal posts bright with a knife, clean the inside surfaces of the clamps, coat the parts lightly but completely with vaseline, replace the clamps on the posts as far as they will go and tighten them securely. The presence of corrosion, however, indicates that acid escapes from the battery around the terminal post and this is because the post is not sealed in tightly or properly gasketed. When battery connections persistently corrode, the only permanent remedy is to take it to the service station and have its terminal posts resealed or re-gasketed, as may be required.

SPARKS ARE UNCERTAIN.

Question:—Since having new piston-rings installed in my car the engine has always knocked when pulling, has been using too much oil and is "jumpy" on high and low speeds. I find, by testing the spark, that it misses at each plug once in a while. The pistons do not show equal amounts of carbon deposits. What do you think is wrong?

Answer: If you find oil on the spark-plugs, this, in connection with your high oil consumption, indicates that you did not get a good ring-fitting job. Testing compression, with the handcrank, will settle this point. Uncertainty of the spark would account for

jerk operation and for some knocking. If the plugs do not become oily enough to short-circuit them, there must be something wrong in the ignition system to account for missed sparks, and you better have it inspected thoroughly to locate the trouble. The fact that your trouble began right after the change of rings indicates on the face of it that they do not fit well enough to control the oil or to insure good compression.

LOOSE PISTON OR WRIST-PIN?

Question:—There is a thumping noise in the engine of my 1923 car, when it is speeded up. Main bearings have been adjusted, flywheel tightened on shaft timing-gears and camshaft fixed up and tappets adjusted. The mechanics say that this noise is from a loose wrist-pin. It disappears when the spark is slightly retarded. What can you tell me about it?

Answer: Very likely the mechanics may be right, but we should as soon think it is caused by a flapping piston, especially as you notice it most when speeding up. Usually a wrist-pin knock is louder during idling than at any other time. You ought to be able to tell which cylinder has the knock by shorting their plugs. When you have done this, put about a fluid ounce of very heavy oil on the piston head of this cylinder. If the knock stops temporarily, it is probably from a loose piston, but if not it is most likely from the wrist-pin. The wrist-pin knock is usually a double one, when the engine is idling with the cylinder short-circuited out.

SPARK LEVER POSITION.

Question:—Isn't it possible for an engine to be running on fully advanced spark, although the spark lever is only three-quarters advanced as indicated by its position on its quadrant?

Answer: Yes. Positions of the spark-lever indicate only relative conditions of advance and retard. The setting of the ignition-cam on its shaft is what absolutely determines spark position.

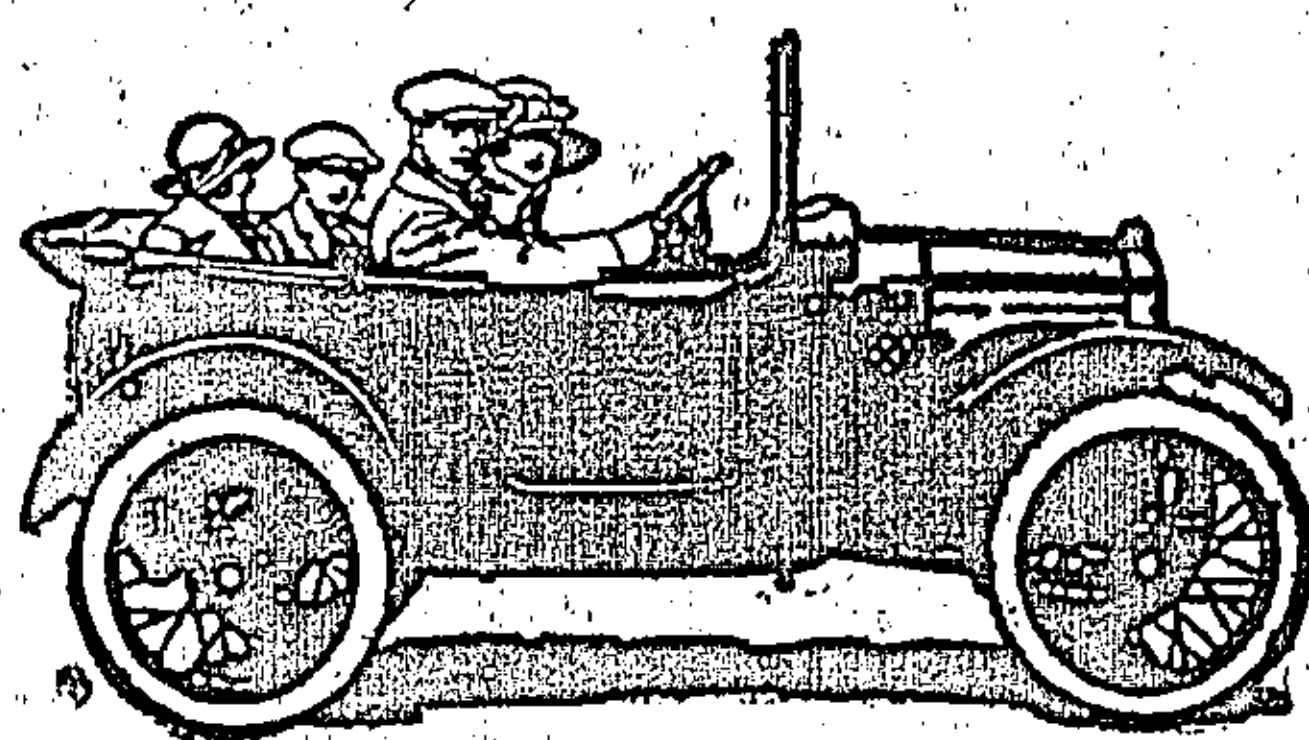
TRUCK FOR SHORT HAUL.

"Railroads will be forced to go into the motor truck business to get any of the less-than-carload haulage within distances of 100 miles," says H. E. Everhart of Galveston, Tex., assistant general freight agent of the Gulf, Colorado and Santa Fe lines.

AUTO MAKES WEALTH.

The automobile is saving workers time and thereby is adding to the national wealth, says Guy E. Tripp of the Westinghouse Electric & Manufacturing Company. The motor car, Tripp adds, is a decentralizing agency, which is opening up an amazing number of square miles of waste land.

LISTEN



Don't waste money on CAR UPKEEP. Own an Austin 7, it will take you anywhere in the Colony for a very very small sum and when Home Leave time comes you will have more \$s to spend on the other side.

Remember our PAY AS YOU RIDE PLAN is worthy of note.

THERE IS ALWAYS A RESALE FOR AUSTIN SEVENS.

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Alex. Ross & Co. (China), Ltd.

Kowloon Motor Car & Cycle Exchange Company

FUTURE AERO-PLANES.

Diesel Engines.

LOWER FIRE HAZARD.

London, Oct. 24th.—British aircraft engineers are looking toward the use of crude-oil engines of the Diesel high compression, non-ignition type in aeroplanes of the future.

This would be one of the biggest steps made in the progress of aviation, they say, because it would bring with it simplicity of operation, economy, safety and more room allowance for other than fuel space.

With the heavy oil engine comes the need for less fuel on long flights, and the longer the flight, the greater economy in weight and space.

The great disadvantage at present is the weight of such an engine. The present aircraft gasoline engine weighs about two pounds for each horsepower it delivers. The best reduction in weight of the Diesel type of engine has been made by the recent "Attenu" motor, which weighs four pounds to each horsepower.

The lower fuel weight needed by this engine couldn't make up for the heavier weight. But engineers see the possibility of reducing the engine weight to three pounds per horsepower, when the Diesel would become a worthy competitor of the gasoline motor. For the extra pound per horsepower on the engine would be more than made up by the lower fuel weight and volume, especially for long distances.

Weight of the Diesel could possibly be reduced, however, by the development of the two-stroke-cycle engine, in which every push of the piston is a pressure stroke and there is half the effort required of the present four-cycle type.

Lower fire hazard of the heavy oil engine is another important argument for its use in aviation.

ROAD SIGNAL.

AUTOMATIC LIGHTING.

An apparatus which somewhat resembles the acetylene push-bike lamp has been brought out from Home to add its utility to the work of traffic control of this Colony. It is a common thing at Home, but out here it is a stranger, for its purpose is to flash a red light continuously at road bends where there is need of warning motorists to proceed cautiously by reason of the awkward nature of the bend or the narrow width of the roadway. There are two faces in the apparatus from which the light is flashed, and these are presented

in opposite directions. There is just this little handicap to what should otherwise be a very useful addition to our system of traffic control, and that is that its two faces, set as they are in opposite directions, are not nearly so effective at a "pin" bend. In this latter case, what is needed is an apparatus which functions like a lighthouse—its light perceptible from any angle of approach. It is not yet known whether a definite use has been found for the apparatus on any of the roads on the Island, and meantime we are interested in the information that the light is supplied from a gas chamber which can be refilled with the cost of a few dollars to last for weeks on end.

Foundations!

THE foundation of Dunlop tyre quality is Experience.

AWAY BACK IN 1888

"DUNLOP"

WAS THE NAME IN THE TYRE WORLD.

The accumulated experience of the years is in every Dunlop Tyre you buy. That's why Dunlops yield the longest mileage and are so utterly satisfactory under all conditions of service.

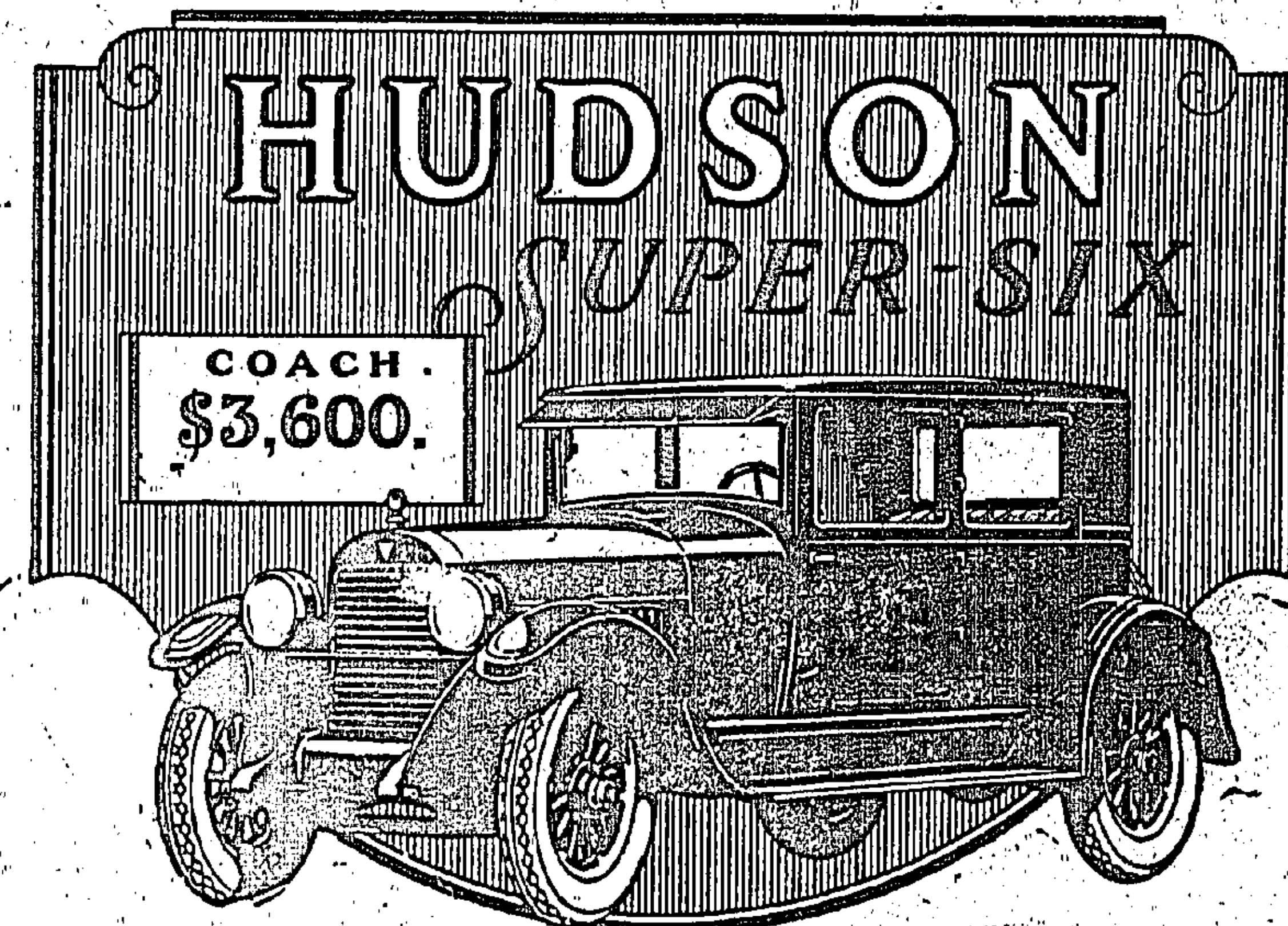
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The Greatest Hudsons of All Time and at the Lowest Prices

Hudson's position as the world's greatest value is not merely a new attainment. For ten years the Super-Six has stood alone in mechanical supremacy. Basic patents have kept others from copying its motor. The smoothness and long life it gives are exclusive. No motor has yet equaled the Super-Six in smoothness and long, economical car life.

Because of its simplicity, the Super-Six has always enjoyed manufacturing advantages that

permit a lower selling price than is possible with more complicated types.

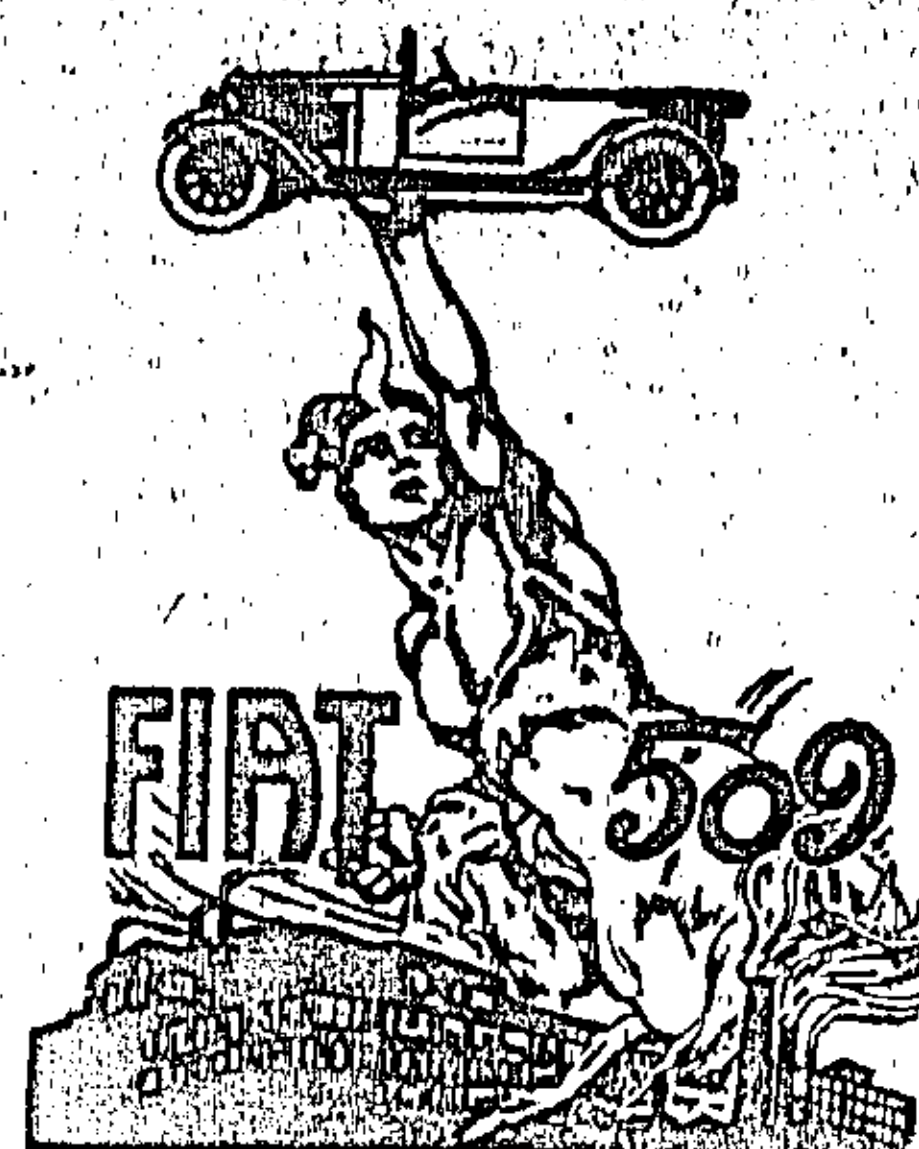
The Coach has long been acknowledged the "World's Greatest Buy," because of its utility, performance and value. Now among luxurious cars, the beautiful Brougham and the Sedan give Hudson the same unrivaled position. They have all the distinction of finest custom-built cars, with a price advantage based on the world's largest production of 6-cylinder cars.

Hudson 7-Pass. Phaeton \$3,500. Hudson Brougham \$4,000. Hudson 7-Pass. Sedan \$4,400.

All Prices Include Complete Special Equipment.

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35
MILES
PER
GALLON



35
MILES
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The Car of International Reputation.

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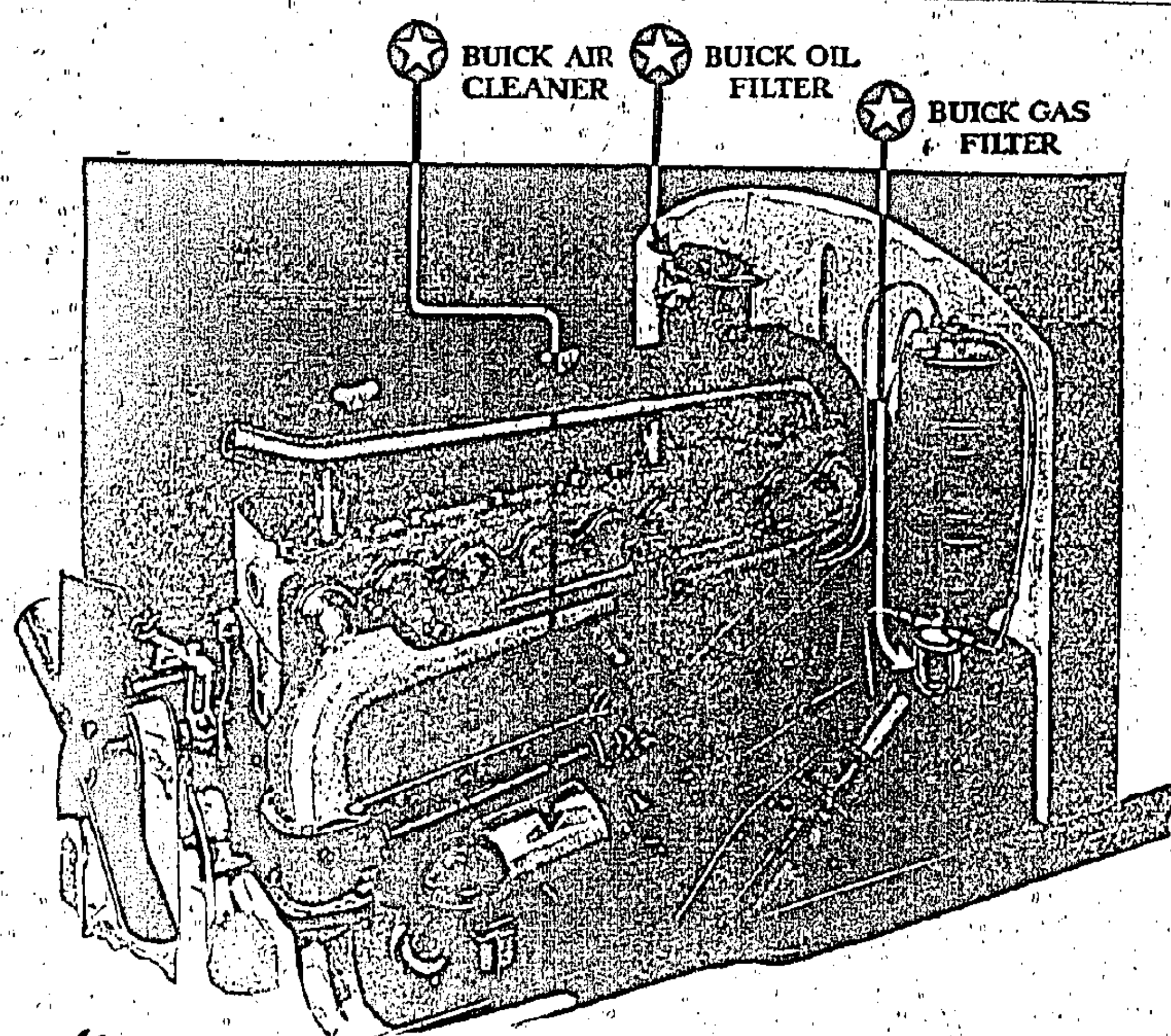
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Dirt inside an engine destroys
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Buick's "Triple Seal" (air cleaner,

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trouble, the Buick Valve-in-Head
engine is known and highly re-
garded for its smoothness, its
extra power, its economy and its
stamina. The Buick "Sealed" at-
trix, for finer transportation
Chassis" places every operating at lower cost, buy a Buick.

The Hongkong and Kowloon
Taxicab Company, Limited.

33 35, Des Voeux Road ... Tel. C.1030.

the Better Buick

SHANGHAI MOTOR CYCLISTS HOLD RELIABILITY TRIAL.

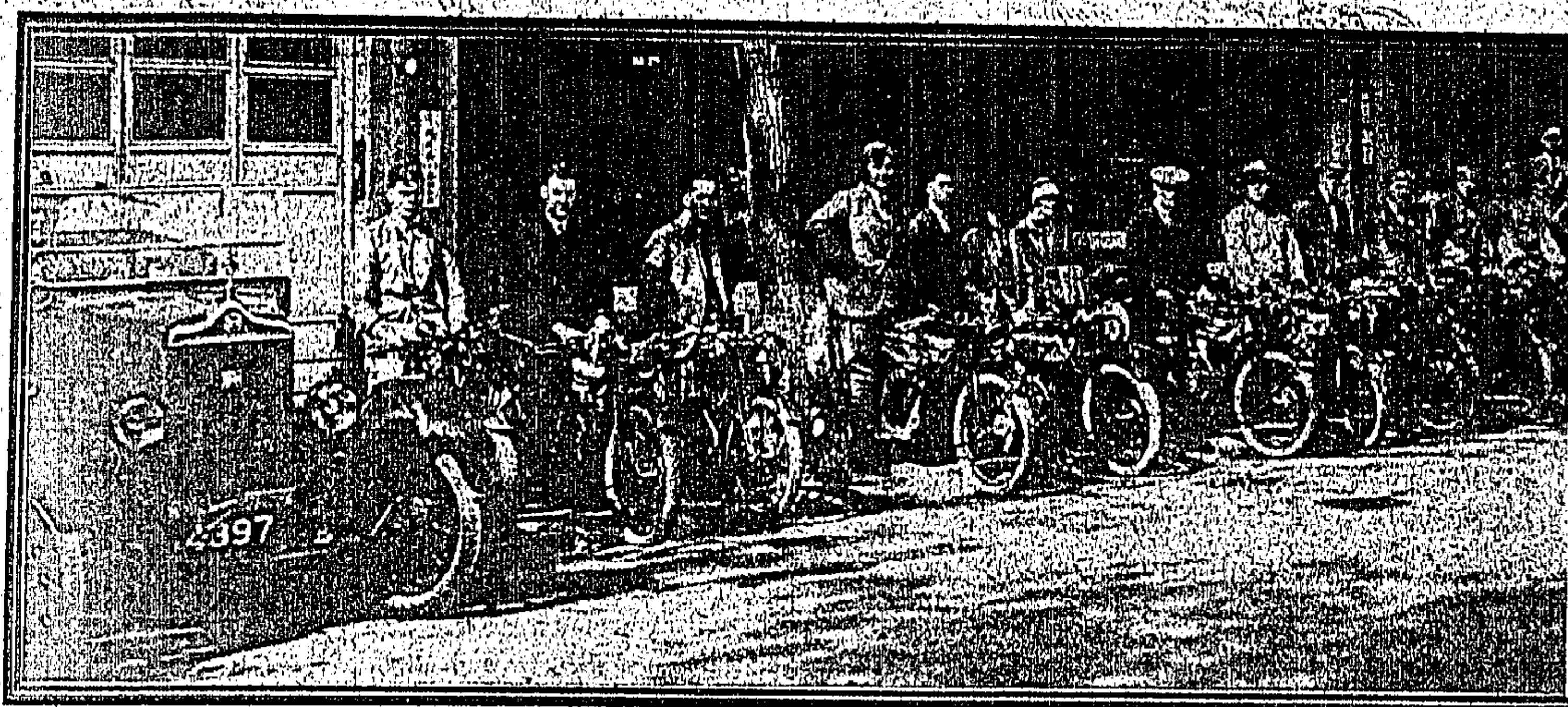
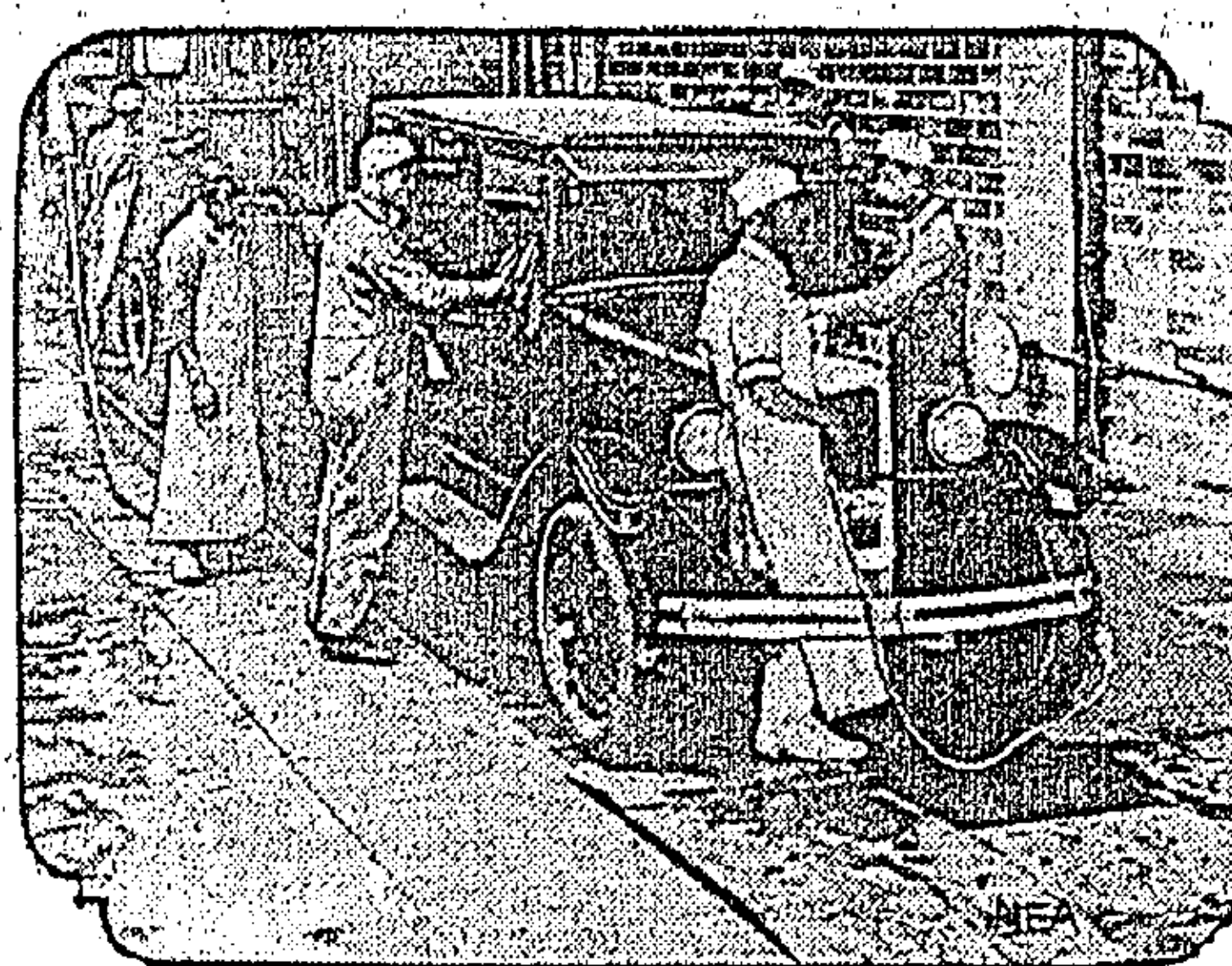


Photo taken at the reliability trial organized by the China Associated Motorcyclists on November 7. The picture was taken outside the Club Rooms at No. 234 Yatas Road, Shanghai. It is of interest to note that the President of the C. A. M. is Mr. Tong Shao-yi, and that Capt. Dyson is the vice-President. The Secretary is Mr. N. R. Kirk.

CONVEYOR SYSTEM FOR WASHING.



Mass methods are being applied even to car washing. A Cleveland firm is installing a conveyor system in various cities, whereby a car to be washed is carried slowly along a moving floor, through the hands of six washers. It's through in 15 minutes. Five cars are on the platform at the same time, so that a car every three minutes may be the record for the new system.

DODGE BROS. OUTPUT.

BIG INCREASE RECORDED.

When the 748th motor car shipped from Dodge Brothers factory at Detroit on August 25, 1926, left the freight yards at 1:30 in the afternoon, a new record had been established. The shipments to dealers this year had reached 259,967, the output for the entire year of 1925.

The consistent growth of Dodge Brothers business is revealed clearly by the statement from the factory, showing the dates on which 1926 shipments passed the figures for previous years. The 1921 production was passed April 5; the 1922, May 27; the 1923, June 9 and the 1924 July 22.

This constantly accelerating demand for Dodge Brothers products, is convincing evidence of public recognition of the fact that dependability and sound investment value are the result of the policy adopted twelve years ago by Dodge Brothers, that of constantly improving a well tried standard design instead of attempting to stimulate sales by radical changes in appearance and construction and by annual announcement of new models.

MUST ALLOW PARKING.

"Prohibition of parking will not be accepted by the American public," says Edward S. Jordan, automobile manufacturer. "A place to stop for a reasonable length of time is just as much an essential part of motor travel as the roadbed itself."

AUTO THEFT LOSS.

Nearly 250,000 automobiles, valued at \$218,000,000, were stolen in the United States during 1925, according to the American Automobile Association. Of these, 80 per cent. were recovered, leaving a loss of about \$35,000,000.

GAS TAX INCOME HIGH.

Taxes on gasoline used in motor vehicles amounted to \$84,939,377 in the first six months of 1926, according to the bureau of public roads of the United States Department of Agriculture.

ENGLAND AFTER TRADE.

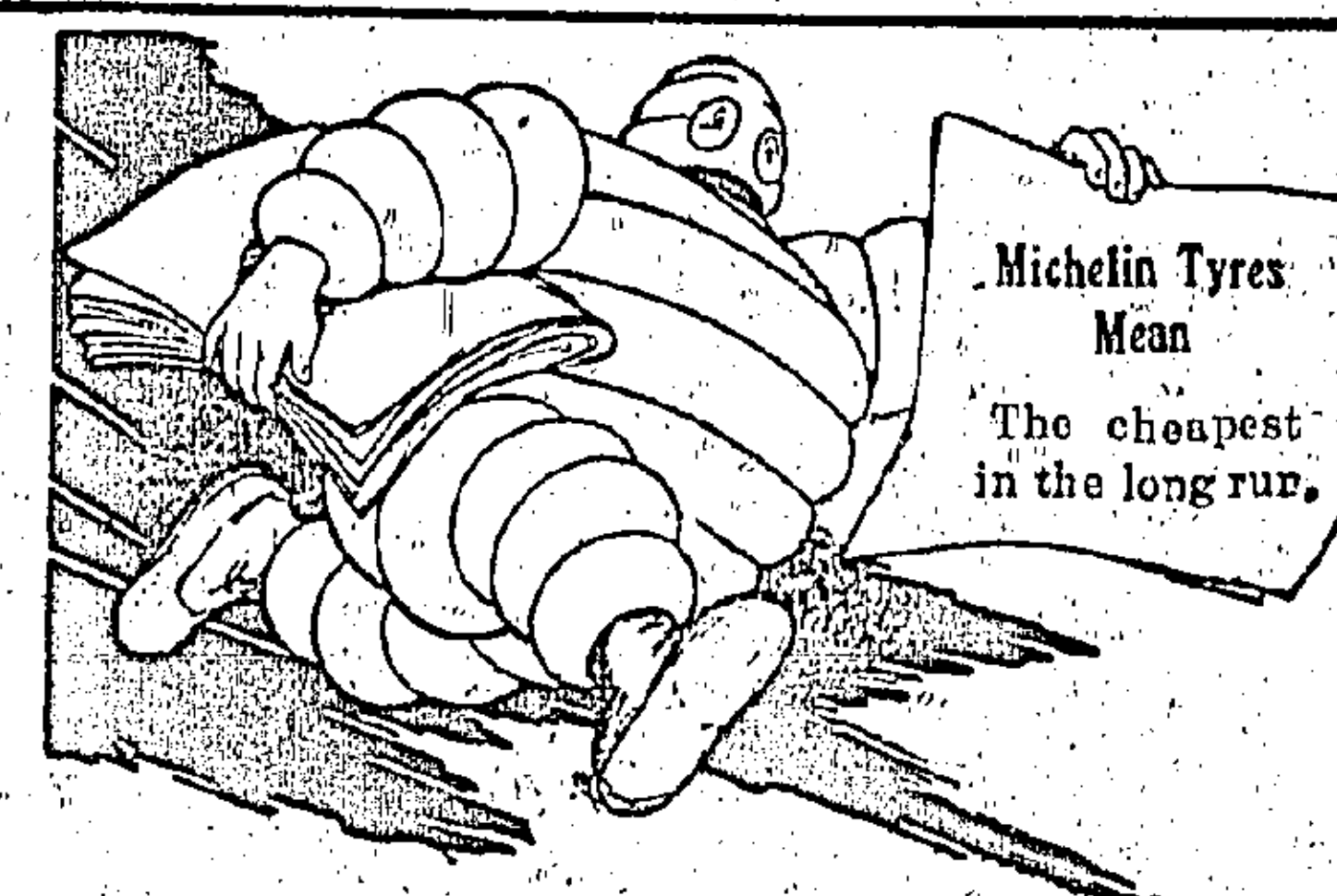
English automobile companies are planning to invade Canada. They hope to outsell their American competitors in the Canadian provinces.

AIRPLANES FOR DOCTORS.

Physicians in Australia visit their patients by airplane. One physician in Darwin has a practice extending over an area 10 times that of the British Isles.

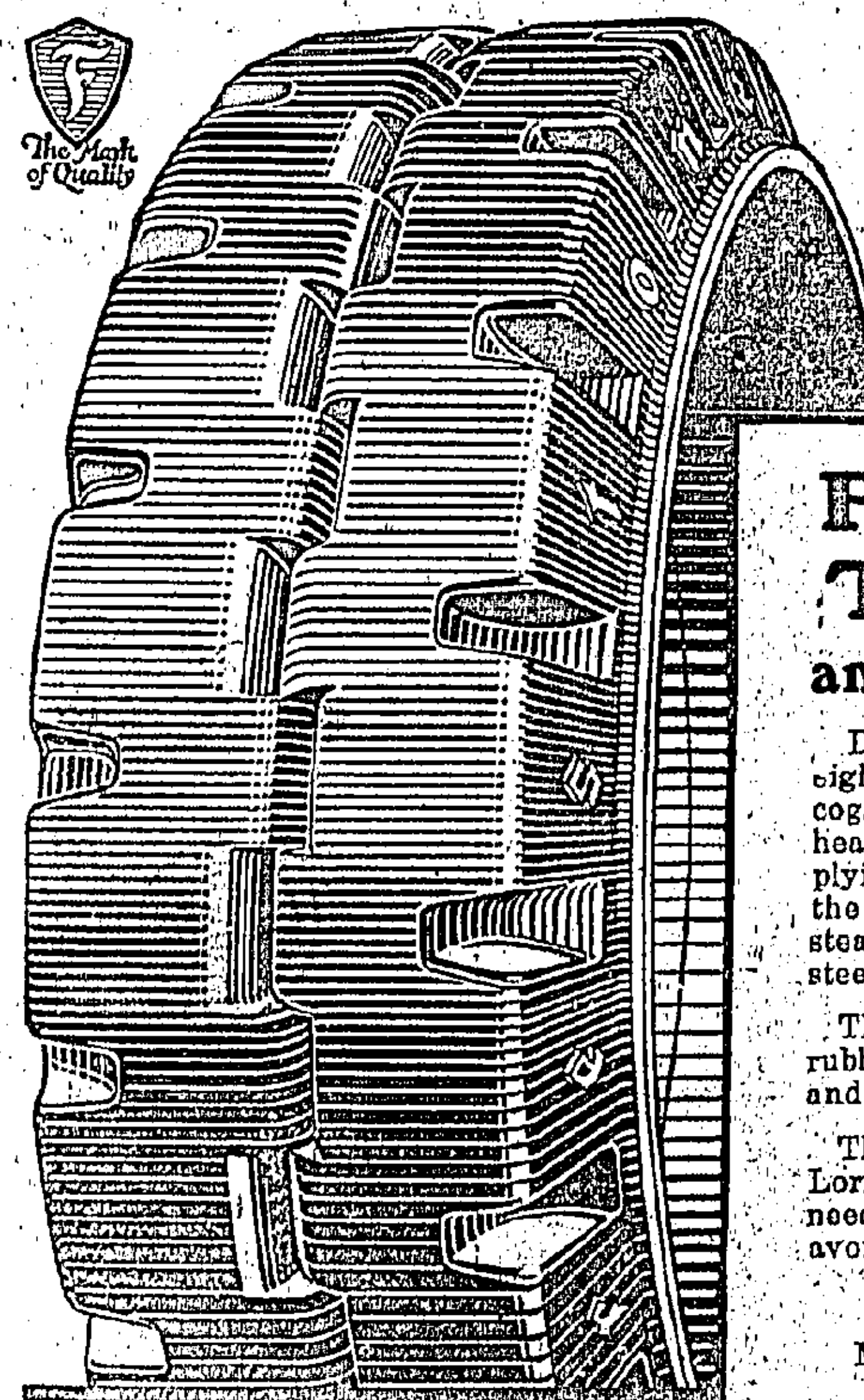
WORLD'S ROADS BETTER.

World highway development has been progressing rapidly. More than \$550,000,000 has been voted by nations exclusive of the United States during the past 12 months for highway projects.



Sole agents for South China.

J. GIBBS & CO., BANK OF CANTON BUILDING
Week days Phone C. 704 After Office hours Phone C. 4552



Powerful
Traction
and Long Mileage

Double Traction Tyres with eighty powerful road-gripping cogs, are for the big lorries of heavy loads and hard pulls. Applying every ounce of power to the road, these massage tyres ride steadily over soft ground or up steep inclines.

The big volume of tough, lively rubber absorbs road vibrations and gives extra wearing depth.

There is a specialized Firestone Lorry Tyre for every hauling need. Equip with them and avoid delays.

MOST MILES PER DOLLAR

Firestone

THE DRAGON MOTOR CAR CO., LTD.
33 WONG NEE CHUNG ROAD, HAPPY VALLEY ... TEL. C. 1246 or 1247

AMERICAN-MEXICO
FRICTION.CAUSES OF DIFFERENCES
EXPLAINED.

BURNING ISSUE RAISED.

London, Nov. 26.

The grounds of the recent acerbation in America-Mexican differences are two-fold:—

Firstly, Mexican aid to the Liberal insurgents in Nicaragua, which brought to the forefront the burning question whether the United States or Mexico is to have the predominant influence in the destinies of Central America, and the declarations and action of the United States in favour of President Diaz and against the insurgents, which were promptly countered by an announcement by the Mexican Government refusing to recognise President Diaz;

Secondly, the advanced nature of the legislation of the Mexican President Calles. His anti-clerical enactments have aroused strong resentment among Roman Catholics in the United States who vainly strove to secure the Administration's intervention in that connection. Now the application of the new Mexican land laws to United States oil and mining interests has provoked Mr. Kellogg into threatening a rupture of relations if Mexico ignored the principle that vested rights and property must be respected. The Mexican Foreign Minister, Senor Saenz has retorted that there cannot be two ways of enforcing the laws, one for nationals and another for aliens. The Mexican Government is passing to a new system of the nationalisation of national resources which requires the old rights to readjust themselves to the new principles in the general interests of the nation.

Senor Saenz has so far had the last word in the correspondence, in a Note asking for a concrete case of injury to American interests, and denying that there can be any justified motive for misunderstanding between the two Governments.

—Reuter.

BIG FIRE.

500 HUTS DESTROYED AT
TAI O.

A disastrous fire, which broke out in a Chinese village erected on stone piles dividing the island of Tai O from the mainland, has totally destroyed five hundred huts and rendered 3,000 inhabitants homeless. A call was received by the Central Fire Station within half an hour of the outbreak, and Superintendent H. T. Brooks proceeded to the place, which is situated off Lan Tau, about twenty miles from Hongkong, in the new fire boat. When he arrived, however, the fire had burnt itself out, and as the boat could not get within a mile of the scene it returned to Hongkong.

The island police, in charge of Sergt. Chester Woods, fought the flames under difficult conditions, but when it was found that the fire could not be extinguished, owing to the inflammable nature of the sheds, successful precautions were taken to prevent it spreading to the island village.

Between the island and the mainland the distance is about 100 yards, comprising four creeks, and the huts were built in the middle of these creeks. The fire was greatly aided by the wind which veered considerably, and helped to spread the flames rapidly. The huts were built of wood, with palm leaf roofing, and once the flames had obtained a good hold, it was only a comparatively short time before the whole five hundred were destroyed. Fortunately there were no casualties.

LATE M. KRASSIN.

REMAINS TO BE CREMATED.

Rugby, Nov. 26.

The body of M. Krassin lay in state to-day at Chesham House, the official residence of the late Soviet Charge d'affaires.

Mr. J. D. Gregory, Assistant Under-Secretary for Foreign Affairs, attended as representative of Sir Austen Chamberlain.

M. Krassin's remains will be cremated to-morrow afternoon at Golders Green Crematorium.

British Wireless.

The first International Motor Show in Egypt will be held in Cairo from February 16 to March 3, 1927.

MIXED GRILL
& A Merry Miscellany
Ashley Sterne

Once again are we faced with the annual problem of how to employ the long winter evenings, and readers are writing to me to know whether I have any suggestions for ameliorating the lot of those who neither dance, play cards, nor take any interest in radio.

Well, why not try sweeping your own chimneys? For some reason which I have never been able to fathom, professional sweeps can apparently only perform this job at about 5 a.m. to the accompaniment of a hideous rattling of sticks, through which it is impossible for the wretched householder to sleep unless he resorts to anæ-



thetics. The advantage of chimney-sweeping at 8 p.m. will be appreciated by all. It is by no means a difficult art to acquire, while a very effective substitute for the professional brush can be made by lashing together the contents of the umbrella-stand and tying a bunch of chrysanthemums to one end. Remember too, that a very great economical advantage accrues from self-sweeping your chimneys, for not only do you save the sweep's fee but you can keep your own soot. This you can either use as a fertiliser in the garden, or dispose of to the nearest nigger-minstrel troupe. And when you have swept all your chimneys, you can begin to clean up the appalling mess you've made. This will see you well through the winter, and probably through next summer too.

This week's Song of the Open Road: "Crumpeter, what are you sounding now?"

All the best and most expensive people are rapidly returning to town again. Yesterday, for instance, I noticed Lady Gertrude Guzzell lunching at the Halfway. She went through the table d'hôte twice and then lunched a la carte. Dropping into the Palm Court of the Titbitz for tea, I recognised amongst other social celebrities the charming daughter of the Earl of Gourmandy, Lady Gertrude Guzzell, who performed wonders with a dish of muffs. I subsequently went on to the Sidesplitz for dinner, where I caught a glimpse of the ever-popular Lady Gertrude Guzzell keeping three waiters busy. Towards midnight I looked into the Mists for supper, and was glad to see in town again that Bright Young Thing, Lady Gertrude Guzzell, who was supping audibly. By the by, I hear that most of the fashionable set now make a habit last thing before going home to patronize a certain coffee-stall near Shaftsbury Avenue, where the vogue is to consume hot saveloys. An unfailing nightly visitor is stated to be the Earl of Gourmandy's fascinating daughter, Lady Gertrude Guzzell.

Herewith as promised is my new version of my great "mystery" story, on the solution of which you may exercise your wits (if any). Don't forget that, if I can save up enough money, the sender of the first correct solution opened will receive a prize of a lovely second-hand steam-roller. Here, then are the essential data:—

The villain captures the heroine and locks her up all night in the strong-room, whose floor, ceiling and walls are all made of solid steel seven feet thick. The door is absolutely burglar-proof, and can only be unlocked by the key which never leaves the villain's possession. The only communication with the outer air is a tiny ventilation-hole through which only an eel could wriggle, drilled

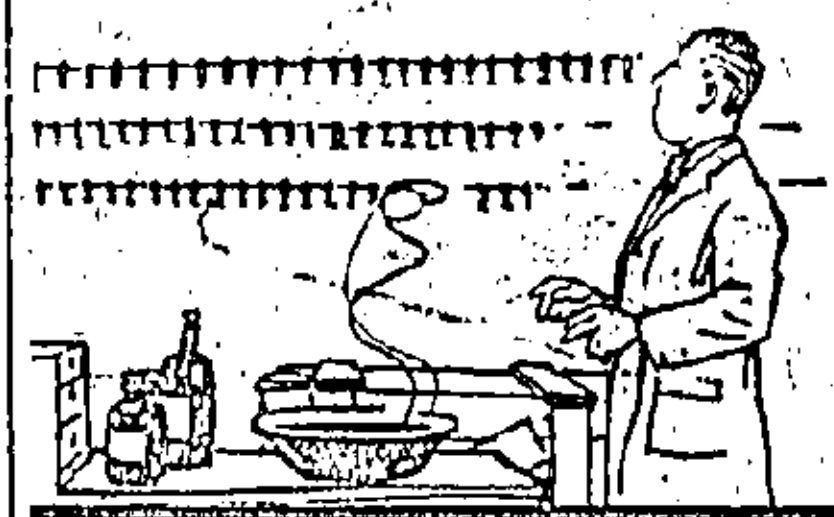
through the solid steel. Yet when the villain unlocks the strong-room the following morning the heroine has escaped. How did she get out? I will only add that the villain himself doesn't release her while walking in his sleep, or any silly catch of that kind.

An autograph letter of the ex-Kaiser recently offered for sale in a Berlin auction-room, didn't evoke a single bid. It's not so very long ago when, if an incident like that had occurred, the auctioneer and his apathetic audience would all have been arrested for lese majesté.

Last week I breathed you a word of good cheer by promising you that we would get through the Silly Season somehow, despite the compulsory closure of that illuminating and instructive discussion, "Do Husbands Make Good Husbands?" Well, I have since made arrangements with a well-known writer (who prefers to be known by the nom-de-plume of "The Gentleman with the House-Flannel") to supply for the next few weeks a most absorbing series of articles on "Obscure Industries," the first of which I print below:—

WHITEBAIT BLEACHING.

It is not generally known that whitebait, when first caught, are not white at all, but of a distinctly brunette character. Since, however, gourmets prefer blondes, the fish have to be artificially bleached. This is done by subjecting them in the first place to the fumes of chlorine gas, after which they are



well massaged with glycerine-and-cucumber until they have attained the requisite degree of pallor. The trade is a very difficult one to learn, as only men capable of holding their breath for hours at a time can successfully survive working in the deadly atmosphere of chlorine. Scarcely one bleacher in ten ever becomes a centenarian. How truly has it been said that one man's poison is another man's poison!

In a little handbook entitled "A Thousand Pieces of Useful Information," which I have just been perusing, I see it stated that the letter most frequently employed in the English language is "e." My young friend, Mr. Beasley Tasher (known as "The Plumbers' Poet") tells me, however, that judging by his own experience the letter most frequently used in the English language is the one beginning "The Editor regrets:—"

SILLY SEASON LOVE.

Ask nothing more of me, sweet! All that you've asked for I've given! For presents to lay at your feet. Daily my thin purse has striven. Sweetmeats and gloves have I bought. Flowers and silk hose by the score; Flowers each each evening I've brought; As of me, sweet, nothing more?

Never a wish you've expressed But what I've fulfilled at once; For even your most costly behest I've readily coughed up the pence. Never have I grudged you, please mark, The films from a ninepenny seat, A twopenny chair in the park, Or a tram-ride to save your poor feet.

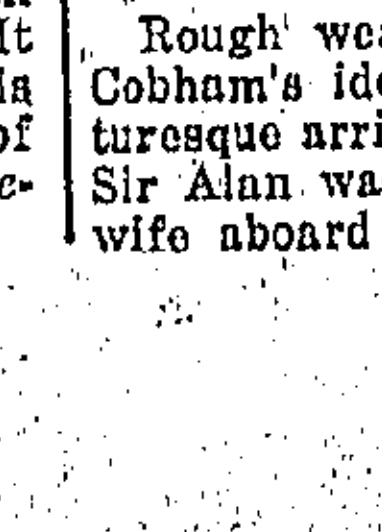
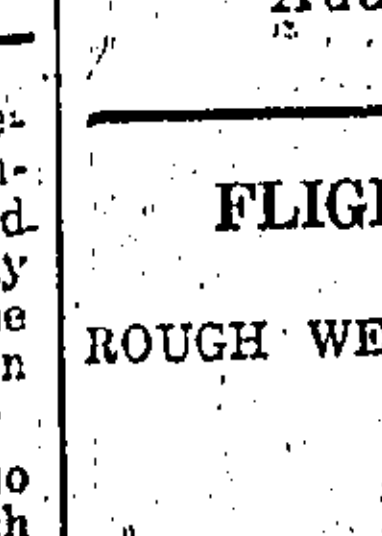
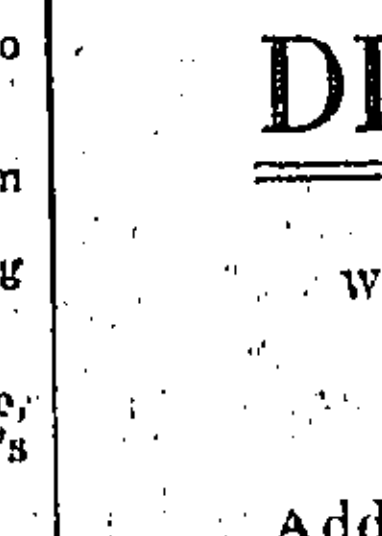
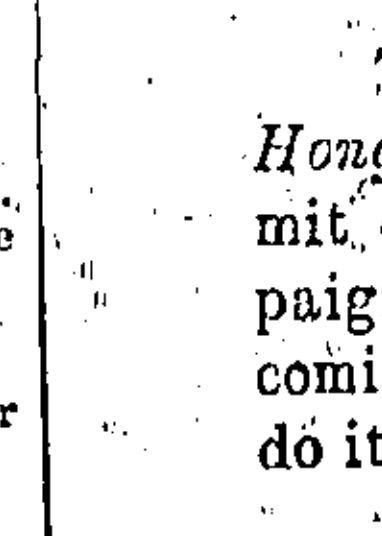
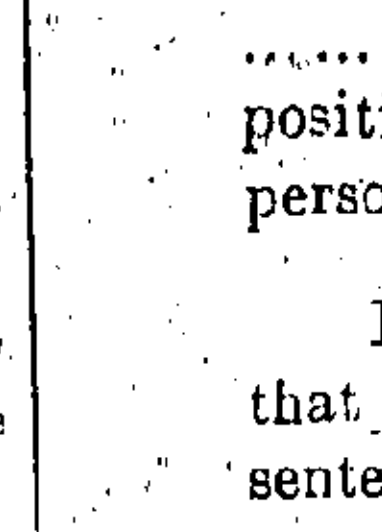
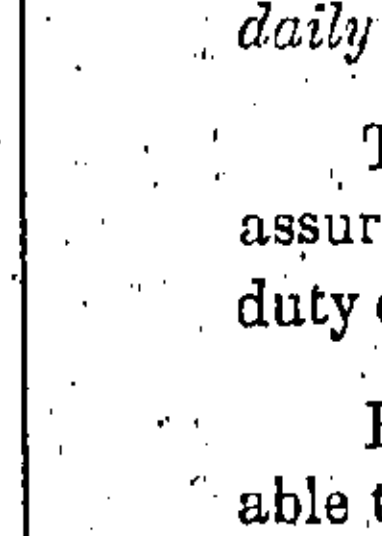
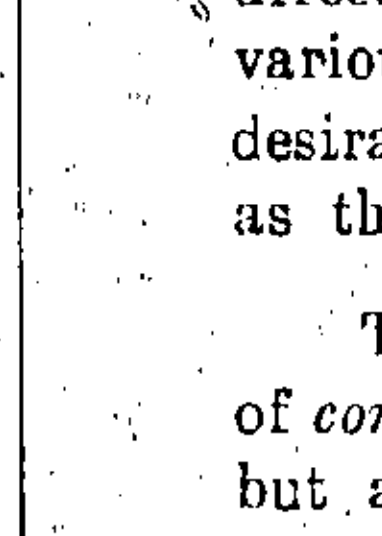
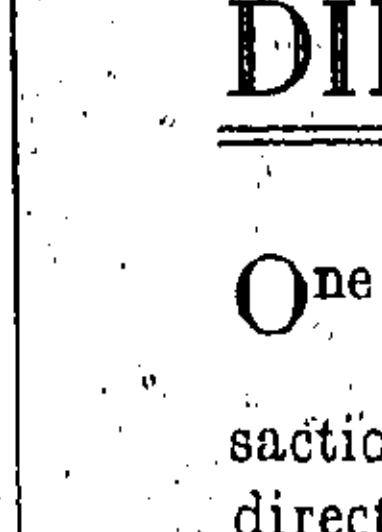
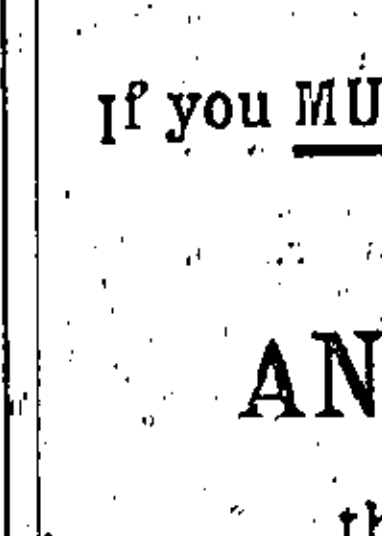
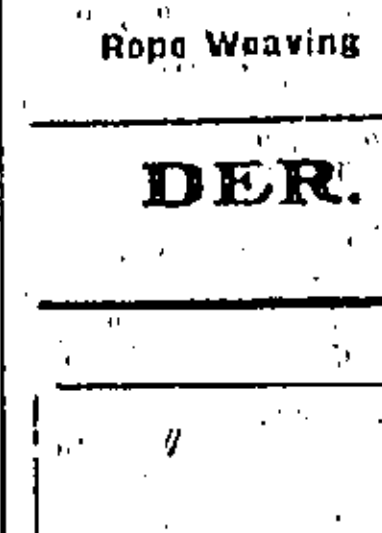
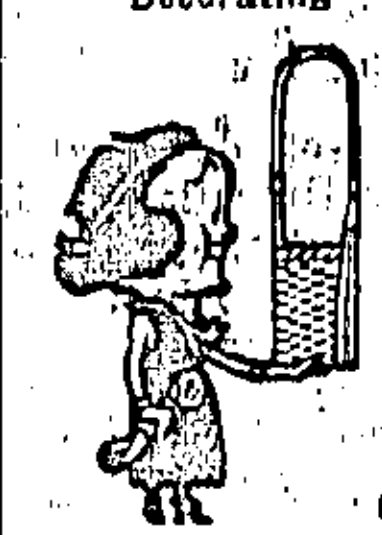
Did I not give you that ring Your left hand's third-finger to deck? That pendant, too, did I not bring Which dangles and gleams from your neck? But if you must ask something more, In spite of the protest I cry, Then make it, my sweet, I implore, Some something which Woolworth's supply!

foreshadowing of the gradual development of new machinery of communication and consultation, and the placing on record of the already self-evident fact that the supreme link in the Empire was the common crowd.

The recent Conference will also be remembered as the first at which science figured on the agenda. It recognised that a scientific basis must be found for the solution of economic problems.—British Wireless.

Expert Instruction in Fascinating Arts
Given Every Day

Commencing Shortly



An Artist, specially trained in creating articles of beauty from Dennison's goods is in charge of our

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You can learn to make beautiful boudoir lamps, sandwich trays, flower vases, and baskets from 'paper rope.' Other arts include the use of sealing wax, costume designing, flower making.

LESSONS WITHOUT
CHARGE

Come in—every courtesy and accommodation will be extended to you without obligation to purchase.

Call or send us your name and address to enable us to advise you of additions to this Department and of prize competitions that will be held.

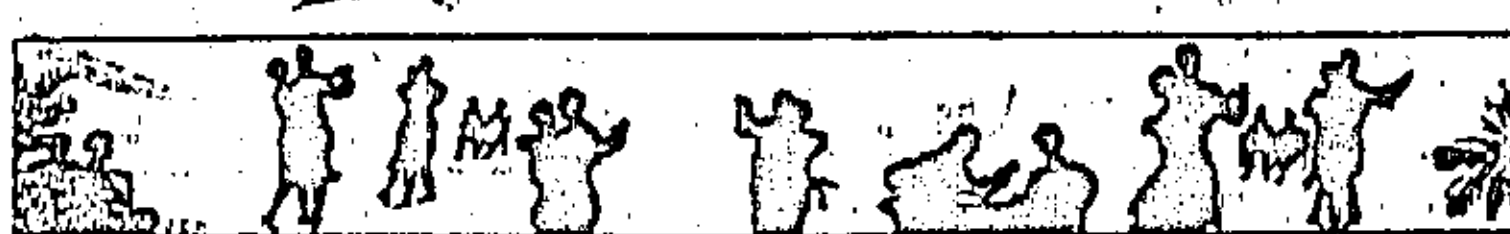
DER. A. WING & CO., (1923) LTD.
60, Des Voeux Road, Central.

DINNER DANCES

If you MUST dance during Dinner, at least ensure that your *Aperitif* contains

ANGOSTURA BITTERS

thus safeguarding an otherwise impaired digestion.



DIRECT CONTACT

One of the fundamental necessities for the conclusion of successful business transactions is the merchant's ability to get into direct contact with his customers. There are various means employed to bring about this desirable state of affairs, but none so effective as the modern daily newspaper.

The newspaper is the one direct means of contact—not a spasmodic medium—but a regular daily facility which is read daily by people who make purchases daily.

Then again, the newspaper has an assured daily circulation with which it is the duty of every advertiser to become acquainted.

But..... Just as the merchant is better able to please his customer by direct contact..... so is the newspaper in a better position to assist the advertiser by direct and personal contact.

Prepare therefore for 1927 by ensuring that your message will be attractively presented.....not occasionally..... but every day!

The Advertising Department of the Hongkong Telegraph will be pleased to submit quotations and suggestions for a campaign to increase your business during the coming year. Don't play at advertising..... do it effectively and aggressively! Get into

DIRECT CONTACT

with us, and we will gladly show you how.

Address all communications to the Manager.

FLIGHT SPOILT.

ROUGH WEATHER PREVENTS
RISING.

New York, Nov. 26.

Rough weather upset Sir Alan Cobham's idea of making a picturesque arrival at New York City. Sir Alan was accompanied by his wife aboard the Homeric with a

Moth seaplane aboard. They reached quarantine, and when the seaplane was put overboard Sir Alan, Lady Cobham and a mechanic took their seats therein with the intention of flying inland, but the swell prevented the Moth from rising. They taxied for some distance and were then taken in tow and brought to the battery. The party were warmly welcomed.

—Reuter's American Service.

ST.
ANDREWS
BALL.

To make the evening thoroughly enjoyable it is essential that you should feel correctly dressed.

To be dressed by POWELL'S you are assured of the

VERY LATEST STYLE in immaculate qualities.

Wm. POWELL, Ltd.

the
TAILORS and OUTFITTERS
Des Voeux Road.

VALUE made our
business—QUALITY
maintains it.

ASAHI BEER

BREWED BY
DAI NIPPON BREWERY
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TOKYO JAPAN

Specially Brewed for Export.

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HOME LEAVE

All those who are contemplating taking leave next year should register for accommodation without delay.

By early registration, the best available accommodation is at your disposal. Call at our Offices or write for full particulars to:—

Thos. Cook & Son, Ltd.

12, Pedder Street,
Hongkong.

Head Office:—Berkley Street,
Piccadilly, London, W. 1.

When buying Toilet requisites and articles for personal use, one wishes to be very sure that they are of the highest quality and of undoubted purity and freshness.

The Queen's Dispensary.

guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

22, DES VOEUX ROAD (NEXT TO WHITEWAYS) TEL. CENTRAL 492.

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THE RAPID CURE for "COLD IN THE HEAD" INFLUENZA CATARRH

Sudden changes of weather render one liable to Chills but a timely dose of QUINCEIN will effectively arrest the threatening cold.

Keep a bottle at hand and safeguard yourself against the attacks of Colds, Influenza and other Winter Ills.

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SOCIETY OF ST. VINCENT DE PAUL

ANNUAL MOTOR CAR DRAW

In aid of the funds of the Society for the support of the Poor of Hongkong.



FIAT 509 a Four Seater Torpedo De Luxe Car with all of the latest refinements

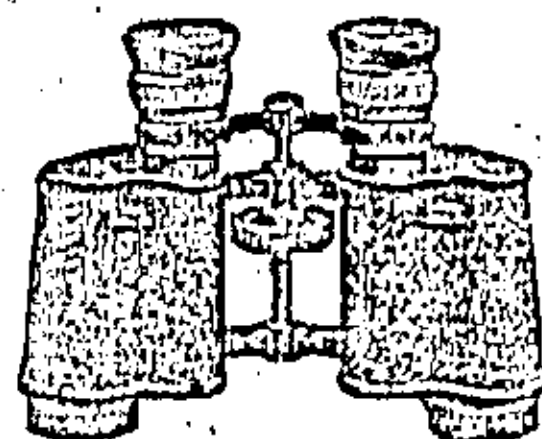
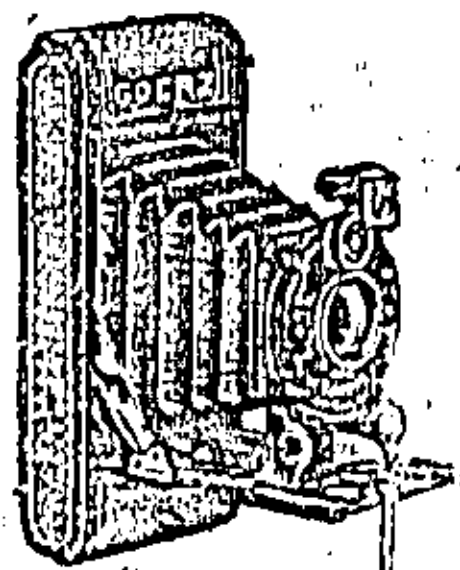
To be drawn for on the night of the Society's 43rd. Annual AL FRESCO FETE—5th. December 1926. Tickets (\$3. each) on sale at various Clubs, etc., and at the Duro Motor Co., Kowloon where the car is on view.

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"Truly a Cigar"

LABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

MURDER TRIAL.

DEATH SENTENCE.

The Criminal Sessions murder trial, in which a Chinese was charged, as the result of the death of another Chinese in a street fight in the vicinity of the new Western Market, was concluded before the Chief Justice, Sir Henry Gollan, yesterday, Mr. A. Dyer Ball prosecuting for the Crown, and Mr. Somerset Fitzroy defending.

The Prisoner's Story.

Prisoner was called and said, on the night of September 4 he slept at a box-maker's shop in Koo Sing street. In the morning he washed, ate congee and then between 7 and 8 o'clock, went to the Western Market to buy food. He went in and came out by the same entrance, but could not say whether it was the South one or not. When he came down the steps someone hit him a blow on the head, and when he got on the pavement he was struck again, across the shoulders, and fell down. He could remember nothing as to what happened after that.

Cross-examined prisoner was asked how it was that having been struck unconscious, he was able to run some distance and put up a valiant resistance in Des Voeux Road. He persisted that he knew nothing of what happened afterwards. Asked where he got the dagger and other weapon which he had in his hands when arrested, he again replied that he did not know.

His Lordship: Do you really mean that you have no idea how those weapons came into your hands?—That is so.

Later he said the next thing he remembered after being struck, was being in hospital. It was several days before he came to himself again. He did not remember going into the ambulance or going to hospital.

Counsel's Closing Address.

Mr. Dyer Ball, in addressing the jury finally on behalf of the Crown,

commented on the prisoner's last reply, remarking that the medical evidence was to the effect that on September 6, the day following the fight, he was normal except for a pulse and a little fever. The jury would remember that Dr. Paterson had said that a blow on the spine would probably have affected the memory, but there was no mark or bruise near the spine, which was what one would expect in such circumstances.

There was no doubt there was a fight in On Tai Street that morning, and that those concerned came into the street near the Market. One man was blowing a police whistle when they arrived there, and on this happening the attackers ran away. There was no doubt that two men were wounded in the fight, and that from those wounds they died. In view of the evidence of that fight the Crown had advanced, was there any doubt that the prisoner was the man who went round the corner with the bar in his hand and that he used it in the fight? There was blood on the bar, and counsel submitted that it could not have got on it from prisoner's own wounds.

Not By One Man.

Dealing with the wounds the deceased received, Mr. Dyer Ball said it was remarkable that there were no wounds on the body to indicate the use of a double edged dagger; they were slightly wider than the breadth of the dagger which had been produced. But Dr. Craig had told them that this was usually so in the case of dagger wounds. So far as the position of the wounds on the body were concerned he submitted that they indicated that prisoner held the dagger in his left hand. It was in the evidence of the Police that prisoner tried to attack them with the dagger in his left hand.

It was apparent that all the wounds were not inflicted by one man because one fatal wound was certainly dealt with the right hand. It was the case of the Crown that there were several armed men, prisoner being one of them and

holding a dagger in his left hand. The other men were not captured but one must have had a chopper in his right hand and another a dagger in his left hand. He submitted that the Crown had proved the charge against prisoner.

The Defence.

Mr. Fitzroy in his speech for the defence submitted that prisoner was going down the steps of the market when he was struck by some persons. These people, he submitted were those who were running away from the fight.

His Lordship pointed out that Counsel had asked no questions bearing on this possibility.

Counsel said the witnesses had stated that there were a number of people about at the time.

Continuing, he said that Dr. Minett, who had examined the wound in the shoulder, had agreed that it was possible for a man with such a wound to lose his memory.

Fitting The Wounds.

Dealing with the evidence counsel said the man who struck one of the dead men with a dagger was not the man who had the bar in his hand. The bar was found in the possession of the prisoner. Counsel for the Crown had said that all the wounds could not have been dealt by one man and yet he had tried throughout the case to fit the wounds with the dagger found in the prisoner's possession.

There was not a scrap of evidence before the jury to show that prisoner had done anything but run away. He submitted that the Crown had not made out its case and asked for prisoner's acquittal.

The Verdict.

His Lordship having summed up, the jury retired and after an absence of seven minutes returned. They found prisoner guilty of murder. Before passing sentence of death his Lordship informed prisoner that on the facts which had been proved he considered there was ample justification for the verdict the jury had returned. Prisoner received the sentence calmly, and quietly left the dock.



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is entitled
to all
The Comfort
they can
obtain.

Colder nights are approaching when
Fires are necessary.

INSTALL A GAS FIRE

and Ensure Your Comfort
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Modern Gas Fires can be sent at the
Showrooms: Des Voeux Road Central
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P. T. FARRELL
Consulting Engineer

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Manufacturers' Representative.

Agent for: Bolinder's Crude Oil Engines

Marine, Stationary and Lighing.

King's Building, Top Floor.

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STERLING SILVER CHARMS FOR XMAS PUDDINGS
No Xmas pudding in complete without these
lucky Charms.
\$1.50, \$1.25, \$2.25, \$2.50 & \$2.75
Box of Snowballs
for Xmas Parties
\$3.50 Box of 12
Large Size Snowballs
Containing Toys, Caps, etc.
\$5.50 and \$11.50 each

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**NESTLÉ'S
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WOMAN'S WORLD



CROQUETTES



These delightful head-dresses are described in detail in the special article by Joan.

FASHIONS, FADS AND FANCIES.

Big fans of black ostrich have a line of rhinestones along the centre of each feather. The combination of glittering rhinestone and the rich blackness of the ostrich is rich and alluring.

Fancy Heels.

In colloquial idiom to "show one's heels" means to vanish from sight. But nowadays to show one's heels often means to invite attention. A show case was examined which was full of fancy heels to be bought separately. Some of these are really visions of beauty. Red heels, gold and silver heels and rhinestone heels are no longer a novelty, but quite new and charmingly decorative are heels with a brilliant celluloid finish which comes in lovely colours, including a peacock-blue. These heels are further ornamented by a narrow band of tiny rhinestones about an eighth of an inch above the bottom and a delicate design above in gold filagree, picked out with stones to match the band. Squared heels in both Cuban and other shapes are seen.

Perfumed Petals.

The newest artificial flowers—not those dainty billowy affairs of tulle and chiffon, but the ones that spend their lives pleasantly trying to persuade everybody that they are really-true blossoms just culled from the garden, appear even more realistic when they are scented with the perfume of the blooms which they imitate. They are scented at the time when they are purchased, with the most expensive of perfumes which keeps fresh and dainty as long as the flower itself lasts. Of course, no other perfume is used when these flowers are worn.

High Crown Hats.

The craze for wearing hats with very high crowns becomes more

marked every day. New York is responsible for many tall specimens, but perhaps the greatest height has been reached by a Paris milliner. He is proud of having created a model with a crown not less than eighteen inches! To accentuate its height, he has given the hat a brim which is a most meagre affair, being just about an inch and a half wide, and that small width is gently curled back. Of course, these tall crowns are not expected to stand erect, but are allowed to flop as they please, or, one should say, as the milliner pleases.

Satin Like Lacquer.

The vogue for satin fabrics which are cleverly made with fancy surfaces is rapidly increasing. Perhaps the daintiest novelty is the "lacquered" satin. The colours in the patterns shine out brilliantly, and follow very closely the designs seen on lacquered cabinets and tables. Undoubtedly it is the many rich and brilliant colourings in the patterns which make this satin as popular as the new moires which are given a dainty, porcelain-effect.

Tulle and Fur.

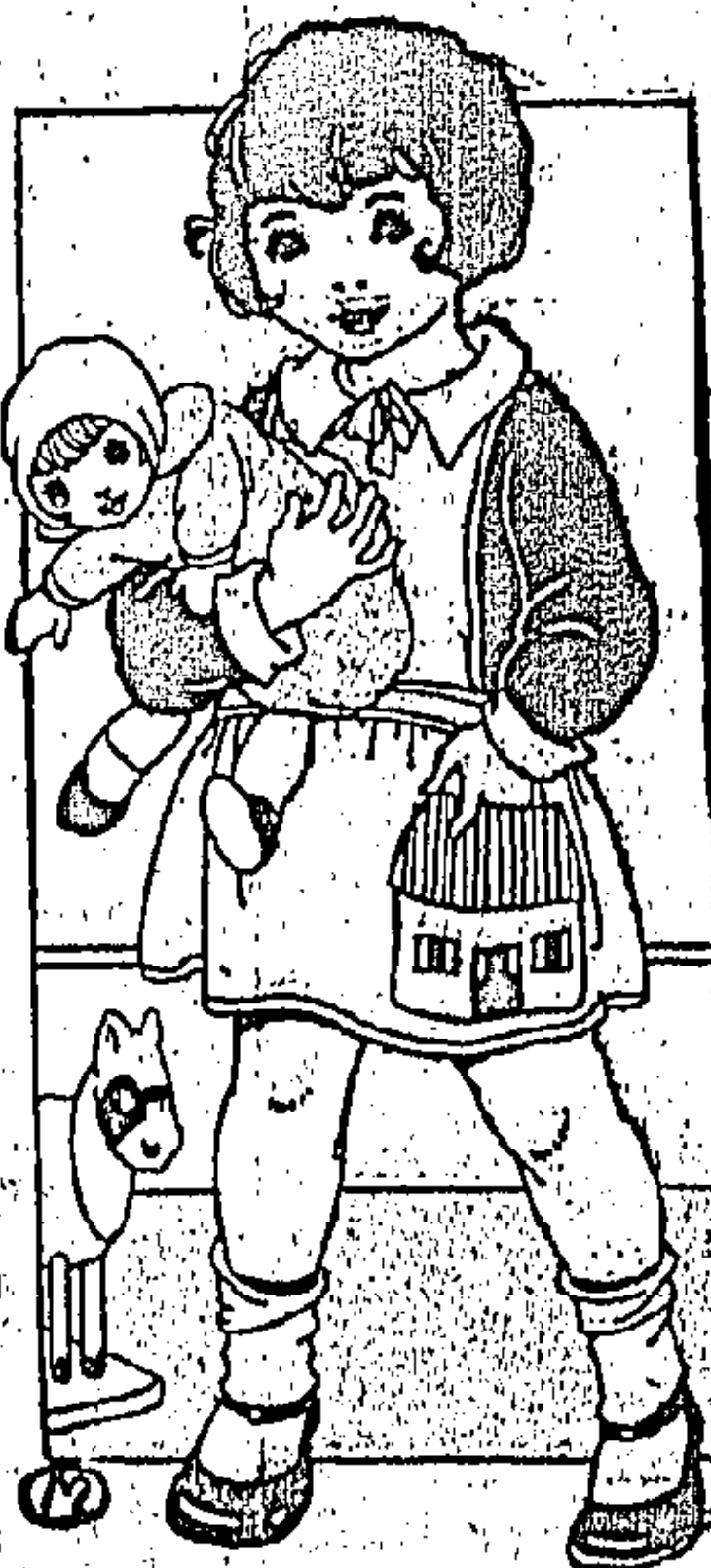
Mannequins are very pleased with the many fur-lettes which they are displaying at the most advanced dress shows, and which the dress designers say are to be greatly favoured this Autumn. The fur-lettes are, indeed, very quaint, being made of spiky fur, fitting closely around the neck, with large rosettes of dark tulle arranged at the back. With the smaller type of hat this fashion is most effective, the big puff of tulle then fills in the gap at the nape of the neck.

SKIRTS.

GETTING SHORTER.

Some of the autumn frocks have skirts which finish quite definitely above the knee. Last season frocks looked as short as this when the wearer walked, but were actually a trifle longer. If the skirts of plain velvet afternoon frocks are short, those of evening frocks are shorter still; indeed, the actual frock is often only a tunic, though fringe, strings of beads, ostrich feather, or strips of the material embroidered in diamonds, fall below the hem.

Shadowy, transparent, and even ragged effects are achieved, so that the modern girl in her dance frock may suggest a water nymph, the English heroine of a "desert island" play, or even a graceful savage.



Here is the ideal overall combining beauty with utility.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

London, Oct. 28. Margarita, touched to the heart by my remarks last week about her unpunctuality, has sent me the accompanying sketch, together with a particularly meek and business-like letter in which she says: "I am sending this in early, so you will have plenty of time to tell them that velvet is the material of the moment. Everywhere at the Shows I have found evening frocks, dance frocks, coats and skirts, and jumper-suits all made of velvet. In the case of the evening and dance frocks, the velvet is real chiffon, and actually as light as chiffon, and as transparent." The transparency of the velvet takes a bit of grasping, as far as I personally am concerned; but Margarita knows; and so we can make up our minds to have a delightful chiffon velvet frock "next time." I always have in my mind a wonderful "next time" creation (at the moment it is mauve tulle as to frock, and silver brocade as to cloak) but, in the meantime, I fish out the good old black chiffon, and fortify myself with a glance at its Paris label.

But all this, you will say, is entirely by the way; and I should be the first to agree with you. Somehow I can never describe a dress *qua* dress without going off into something remote. To return, however: the afternoon frock sketched herewith is of printed velvet, with bindings and slip of vellum-coloured crepe de chine.

For the charming head-dress designs sketched this week, I will take full responsibility, these being much more in my line, in that I am the possessor of a head of hair that never looks anything for five consecutive minutes unless it is being "arranged." For myself, and the thousands of fellow-sufferers, there is nothing like the fascinating coronal in the picture, to say nothing of the fact that it is excessively becoming to nine women out of ten. Beads, pearls and diamonds go to the making of the star turn herewith; while the swathed turban cap on the stand is of gold net, with gold tissue as to brim, and the other one is of ostrich feathers mounted

on a strip of bead-embroidered tissue.

One of the mere men who condescends to read this page—and who incidentally was kind enough to say that it "wasn't so bad as most!"—asked if we ever had children. Speaking for myself, the answer is in the affirmative, and I know that the overall is the bane of my young woman's existence. Owing to inherited tendencies, she has a strong objection to anything neat, orderly, and obviously designed to save labour for other people. Therefore I found the garment in the sketch, with patch pocket resembling a country cottage where she stayed last summer, a great success. It is only fair to warn you that the preliminary encounter involves having the overall off to look at the pocket "right way up," but the novelty soon wears off, and the garment is on.

Last week-end I went, with much misgiving and a considerable amount of grumbling, to a public dinner. I often wonder if anyone—apart of course from the speakers!—really enjoys a public dinner; or do we all go, as I think Bernard Shaw has said the Englishman does everything, good, bad or indifferent, "on principle"? In this case, however, things were not so bad, for our Chairman, instead of being a tedious old gentleman, was Lady Blades, wife of Sir Rowland Blades, who is our Lord Mayor Elect. Anyone seeing the business-like manner in which she occupied the chair, and hearing her concise speech, delivered in a pleasant, rapid manner, without any notes, and—what is more, to the point—without any "ums" and "ers," can imagine what a tremendous help the charming and graceful lady will be to her husband during his year of office; and I don't think very much will be left to her pretty twin daughters who have been announced by writers of "gossip" as being likely to deputise for her! So the future Lady Mayress set the pace, and everyone sped their speeches up a bit, with the result that the dinner was—well, not as bad as I anticipated it would be. If only I could have walked about a bit

and asked the woman who sat opposite me whether she really thought her husband was witty, or laughed because she was his wife—then I think I should have had a flawless evening. Seriously, though, it must be a wonderfully thrilling thing to be the helpful and capable wife of a distinguished man, and to hear him say in public, as Sir Rowland Blades did that evening, that all his success was due to you!

Of course you know that London is in the middle of what is called the Little Season. Theatres are booming, and there is a waiting list of "likely" plays ready to pop in immediately on the death of any West End production. Everyone who comes to town should see the wonderful "Pepys' play," as we have got into the habit of calling it—"And So To Bed." It is written, as most people know, round Samuel Pepys' Diaries by Mr. James Bernard Fagan, and the "poor wretch," Mrs. Pepys, is played by the amazingly fascinating Yvonne Arnaud. The real Mrs. Pepys having been brought up in France, spoke with a French accent, and so does Yvonne, thus making the performance particularly accurate. In fact the whole of this delightful play is beyond criticism from either an acting or historical point of view. It contains some intriguing moments, but nothing actually to disturb the Censor.

No outstanding book leaps to my mind this week, but there are one or two I would suggest, according to your habits and tastes. I should like to tell you to invest a guinea in Lord Birkenhead's popular book, "Famous Trials of History," but you may not be as interested in the law and things appertaining to it as the present scribe.

For you who like fiction, there is Temple Thurston's new novel, "The Goose-Feather Bed." From the "Sally Bishop" days, Temple Thurston has held his thousands of readers in thrall, only falling short occasionally. I haven't quite finished his latest book yet, but I have read enough confidently to assure you that for those who like this sort of thing, this is the sort of thing they will like.

CHEMISETTES.

AND WAISTCOATS.

Frisled chemisettes of fine tulle and real lace are fashioned in any pastel shade by smart dress-makers. Coats are cut to fasten fairly high, very much after the manner of male attire, and there is just sufficient opening for falls of soft material. The idea of mixing diaphanous fabrics to create something original is also seen. A favourite alliance is of bands of tulle with crepe.

Waistcoats of valuable Chinese brocade are much sought after. A novelty is a sober cloth suit, worn with a cross-over waistcoat of beautiful and original colours.

TIPS TO TRY.

A face and figure looking "well preserved" cannot be beautiful. Preservation implies something static, rigid, painfully conscious. Beauty means fluency, motion, spontaneity growth.

Beauty that is skin-deep is sufficient for a day; but it must be heart-deep to last for a lifetime. To live alone is not loneliness, provided one's mind and hands are busy, and one's soul at peace.

The first thing a pretty woman should learn is how to take a compliment gracefully.

Dr. E. R. Cise is one of our best beauty doctors—fees always reasonable.

To be born plain is no crime; but to remain so certainly is.

If handsome, you should not worry; if plain, you should not.



A charming afternoon frock of printed velvet with crepe de chine bindings.

THIS WEEK'S RECIPE.

COCOANUT CANDY.

Mix to a paste 1 tablespoonful golden syrup, 1 cupful grated cocoanut, 1 teaspoonful vanilla, and 4 tablespoonfuls peanut butter. Roll the preparation into small balls with the hands, toss in desiccated cocoanut, and put in a cold place to dry.

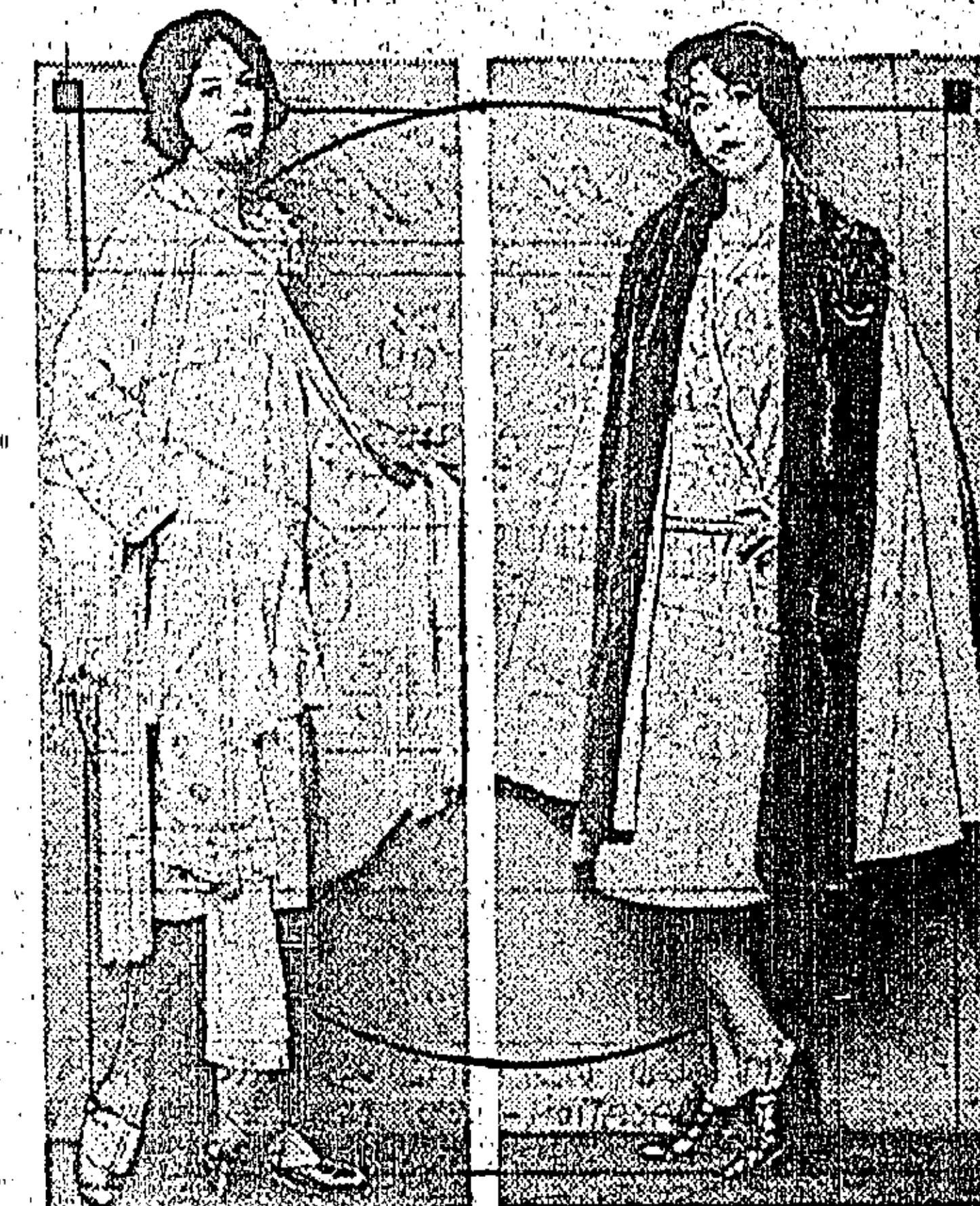
NOVEL BELTS.

IMPORTANT ACCESSORIES.

Belts of all sorts are extremely important in the realm of accessories this season.

Chief amongst these novelties is gold braid, which is often finished with a knot; other designs show quaint acorn beads. Multi-coloured braid twisted in any unconventional manner is counted smart, and extraordinary filigree effects obtained with pieces of silver attached to narrow strips of leather are shown, also novel arrangements of the still admired snake-skin.

A set combining collar, cuffs and pocket is new. One charming set of wine-coloured leather, edged with silver, was ornamented with a broderie anglaise design, picked out with silver beads. Attached to the belt was an ingenious pocket embroidered to match.



The evening frock (left) has its own wrap, which may be retained as a part of the costume or removed with the outer wrap. At the right is a street model with simple frock and cape of tan kasha cloth. The cape is trimmed in nutria fur.

IN FASHION'S SPHERE.

The mature human figure remains stationary in length. It remains to styles to seemingly coloured striped with shorten or lengthen one. A sleeve, a hat, or an earring may be the means of attaining this effect. The autumn season of 1926 finds:—

Shoe vamps neither long or short but rounded.

Necklaces longer. Chokers are a bit passe. Earrings likewise are of long pendant type except where the hair is boyish bobbed and the button type earring is demanded.

Sleeves remain long for Autumn and winter daywear. Short, for evening.

Newest hats are draped hoods, with accented height.

Skirts are not getting shorter.

Hose—are being worn long! They're not rolling them any more. Since corsets and girdles have been adopted again the stocking is worn stretched tightly over the shapely knee. One can still wear round garters, however.

Hair—women inclined to follow their own whims in fashions are letting their bobbed hair grow long again.

Gloves—It's been ages since we've seen a long glove of any kind. Cuffed gloves and gauntlets in tan or grey shades either plain or trimmed in colour are the general rule.

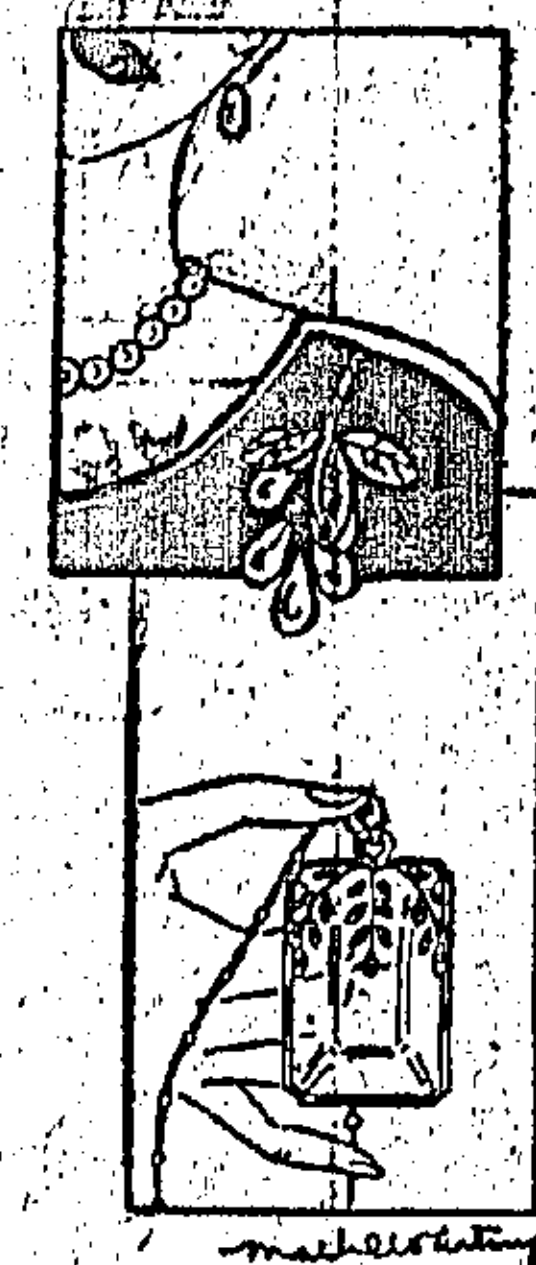
Long fur stole neckpieces are very smart when worn with the straight-lined winter coat. Fox, mole, Kolinsky, caracul and squirrel are favourites.

Long claw-like fingernails affected by some women are decidedly passe. No refined woman wears them. We might also add that reddish nails are taboo in polite society.

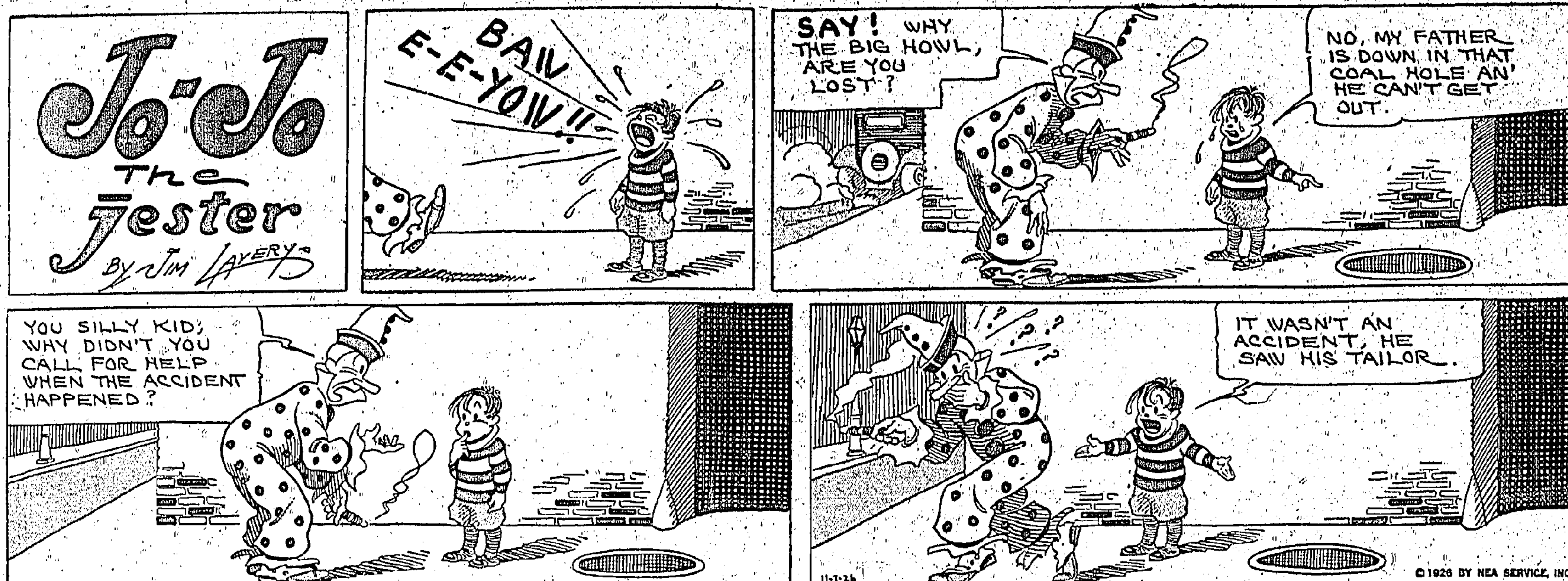
Long bow fashions are worn on evening gowns of the full-skirted picture type.

Nightgowns and chemises grow shorter. Some of the French nighties are knee-length.

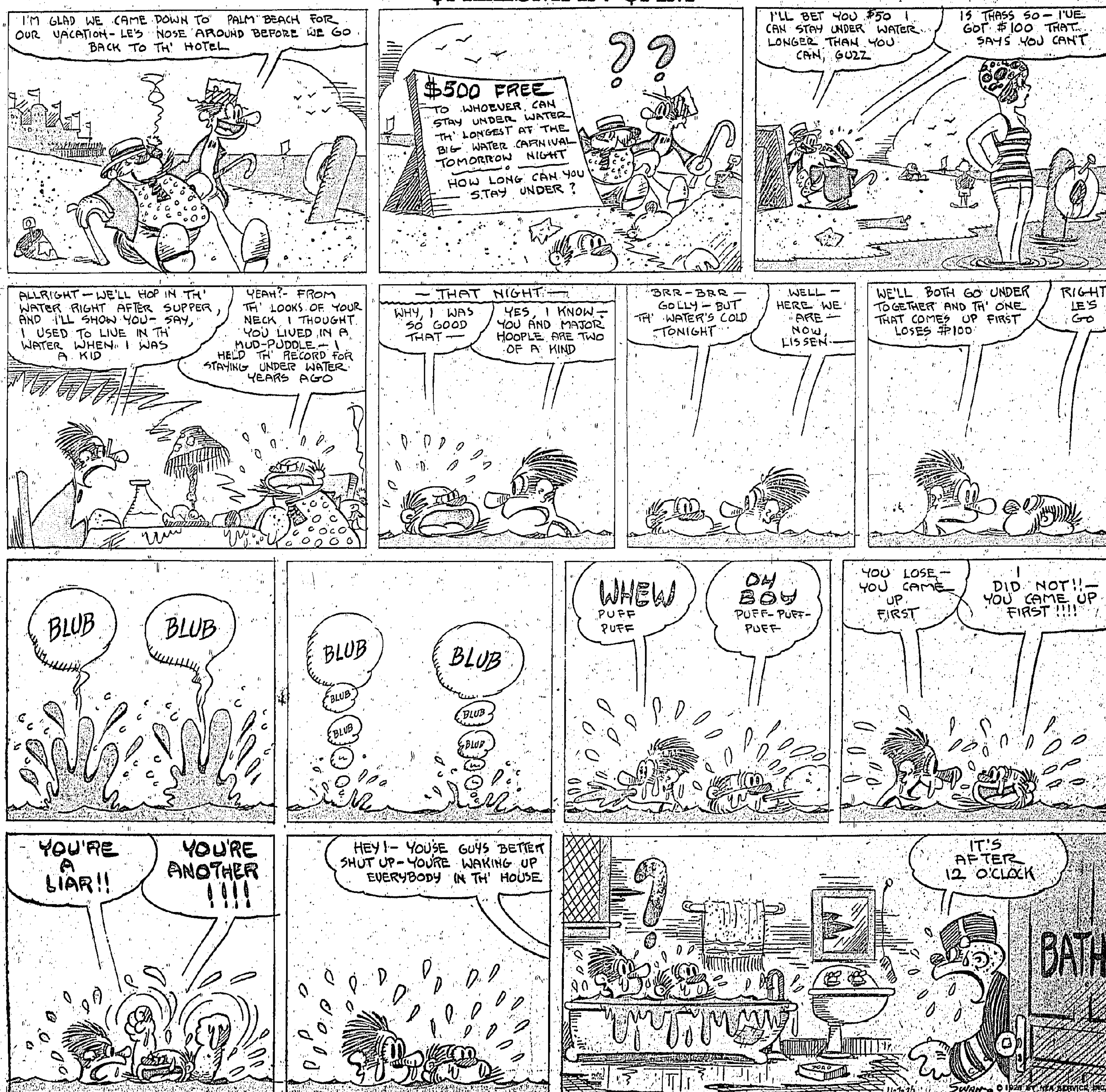
Any woman who has to travel much has ample excuse to indulge in one of the new, cosy cape-fashions. Triple capes of the highwayman variety were shown at a smart dress parade recently in London. There were also elbow length capes, to match the colour and material of the frock, whether it happened to be of georgette, or faced-cloth, and all were made to hang slightly longer at the back than in front. But most pictures due of all are the capes which are cut in huge circles, just as would be worn by the Spaniard. In all these capes, as in all the fashionable coats, the linings are of the utmost importance. They do not contrast with the material and colour of the cape. A mannequin was seen at a recent dress show wearing a long cape-coat of black



The little shoulder bouquet has etched leaves and drops nicely tinted in amber. It blooms from a silver wire stem. Below, euf. crystal, framed in silver and decorated by a silver wreath studded with little blue stones, makes a charming pendant. A dainty silver chain comes with it.



SALESMAN SAM





LOCAL HOCKEY.

CLUB V. BORDERERS.

The following will represent the Hongkong Hockey Club's 1st XI against the K.O.S.B.'s on the U.S.R.C. ground at 4.45 p.m. on December 1st:—S. H. Garrod, J. Rodger, D. Lyon, A. A. Dand, E. J. R. Mitchell (Capt.), E. L. Sim, G. B. Slipper, F. G. L. Wheeler, T. Petrie, B. D. Evans and G. P. Lammert.

INTER-VARSITY RELAY RACES.

CAMBRIDGE BEAT OXFORD.

London, Nov. 26.
At Cambridge, in the Inter-Varsity relay races, Cambridge beat Oxford, by five events to two.—*Reuter.*

AQUATIC SPORTS.

MEETING OF THE CHINA SQUADRON.

Under the auspices of the Royal Navy and Royal Marines Amateur Swimming Association, the annual aquatic sports of the China Squadron, were held in the V.R.C. basin yesterday afternoon, the preliminaries having taken place the two previous days.

After the distribution of the prizes by Mrs. J. D. Chapple, Capt. Hallifax, of the H.M.S. Carlisle, thanked the committee and members of the V.R.C. for the loan of the bath and he then congratulated the winners, sympathizing with the losers and sympathizing still more with those who like himself were not skilful enough to participate in such an enjoyable pastime.

The winners were:
400 Yards.—1, A. B. Lonsdale (Titania); 2, S. Hayman (Hawkins); 3, L. S. Ford (Titania).
100 Yards Breast Stroke.—1, Corp. Lidster (Hermes); 2, Ord. Olsson (Hawkins); 3, L. S. Ford (Titania).

100 Yards (men under 20).—1, S. Hayman (Hawkins); 2, Ord. Olsson (Hawkins); 3, L. S. Ford (Titania).
100 Yards.—1, S. Hayman (Hawkins); 2, P. O. Lynch (Hawkins); 3, L. S. Ford (Titania).

100 Yards (Open to the Colony).—1, Pte. Falkner (K.O.S.B.); 2, W. Lawrence (V.R.C.); 3, Sgt. Edward (Naval Yard Police).

100 Yards Back Stroke.—1, Corp. Lidster (Hermes); 2, Ord. Olsson (Hawkins); 3, Boy Boyse (Hermes).

200 Yards.—1, A. B. Lonsdale (Titania); 2, L. S. Franks (Titania); 3, A. C. Prestage (Hermes).

60 Yards Obstacle Race.—1, Ord. Hatch (Carlisle); 2, Ord. Olsson (Hawkins); 3, A. B. Stanbury (Hermes).

Life Saving Race.—1, Corp. Lidster (Hermes); 2, Mne. Kelly (Vindictive); 3, Boy Boyse (Hermes).

Tug-of-War.—H. M. S. Titania beat H.M.S. Vindictive by two straight pulls.

Inter-Ship Team Race.—1, H. M. S. Ambrose; 2, H. M. S. Hawkins; 3, H. M. S. Hermes.

Winners of the Aggregate Cup.—H.M.S. Hermes.

In the final of the China Squadron-Water Polo League, H. M. S. Hermes beat Despatch by three goals to nil.

NAVAL SHOOTING.

A THANKSGIVING DAY MATCH.

A match between a scratch naval team and U. S. S. Huron was shot on Stonecutters Range on Thanksgiving Day. The varying light and a difficult wind caused the competitors some trouble. The Huron won by 27 points. The conditions were operative sights and slings, possible score 105. The scores were as follows:

Naval Team.	200	500	600	Total
P. O. Bristowe	23	34	33	90
Capt. Leech-Porter	29	33	31	93
C. P. O. Hillman	32	30	30	92
Cpl. Flock	29	30	30	89
Spr. Tugwell	22	28	32	82
P. O. Fleet	26	31	25	82
P. O. Wells	25	29	26	81
Cpl. Day	30	18	30	78
U.S.S. Huron.				
Lt. Brady	31	32	32	95
Cpl. Watt	29	32	32	93
Cpl. Waters	30	31	31	92
Gnr. Ski	30	29	32	91
Gnr. Buckner	29	33	27	89
Pte. Theilen	31	28	28	87
Bm. Martin	27	33	27	87
Pte. Parker	29	27	29	85

Vindictive v. Huron.

A match between H. M. S. Vindictive and H. M. S. Huron resulted in a win for the Huron by 514 points to 426. Ten shot on each side, the best eight, scores counting. Scores.

H. M. S. Vindictive.	200	500	600	Total
Tel. Hinds	19	26	26	71
Ldg. Sig. Wilson	20	26	21	67
Tel. Holmd	21	25	20	66
Sig. May	16	25	10	51
Sig. Saunders	15	9	24	48
Ldg. Sig. Hanson	15	27	3	45
Ldg. Tel. Chinton	19	4	19	42
Tel. Howell	14	3	14	36
Yeo. Wilson	12	2	13	27
Sig. Boulton	10	3	9	22

U. S. S. Huron.

U. S. S. Huron.	200	500	600	Total
Harvey	27	25	24	76
Newton	28	24	20	72
Ldg. Sig. Watt	21	27	23	71
Leeds	23	21	22	66
Raburn	12	23	25	60
Harries	20	15	23	58
Shorne	21	23	10	54
Phillips	17	23	15	55
Malcum	12	19	9	40
Volk	16	3	16	35

H.M.S. THUNDERER.

H.M.S. Thunderer's passing is an event of some interest to Londoners, as she was the last man-of-war built in their river. Finished in 1912, she was constructed by the Thames Ironworks Co., and with her completion, the building of war-ships on the Thames came to an end. Although the Thames then lost an important industry, the period at which the Thunderer came into being was one which, from a business point of view, we must look back with regret. For British shipyards were then full of work, and our great armament firms had on their books orders which represented at least one-half the war-ship tonnage then being built for all the world.

Until recently, the Thunderer has been stationed at Plymouth as a training ship for special entry cadets and paymaster cadets. She is now being prepared for the sale list, owing to the Washington Agreement having marked her as one of the ships that the Admiralty must get rid of to make way for the super-battleships Rodney and Nelson.

When the Thunderer first joined the fleet she was amongst its most discussed units because of the improved system of big-gun emplacement adopted in her. Like her three "sisters," Orion, Conqueror and Monarch (she was the last survivor of the family on the active list), her ten 13.5-inch guns were mounted on a centre line in such a way that all could fire on either broadside. This was a new principle which gave the ships into which it was then introduced for the first time a far greater power of attack than their predecessors had.

They were also equipped with a "director" system which enabled all the guns to be controlled from a cabin at the mast head. This, too, was an innovation, though it is now fitted in all our men-of-war in an improved form. The Thunderer was at Jutland, and in other directions saw much hard service during the war.

What I am afraid of is that European production will lapse into anarchy in the face of the methodical production of America.—*M. Louchere.*

DRAWING OF ADAM

BRITISH MUSEUM'S NEW EXHIBIT.

A Bull, signed by the only English man who ever became Pope, is among notable additions to the British Museum shown to the trustees at a recent meeting (writes a *Daily Chronicle* representative) before being placed on exhibition.

The Bull, which is beautifully written on vellum, was signed in 1167 by Adrian IV., whose native name was Nicholas Breakspen. It grants certain privileges to the nuns of the Priory of Neasham, Durham.

A loan of 14 Chinese wall paintings, executed in or about the tenth century, was also inspected. These paintings are unique so far as the Museum collections are concerned. They are lent by Mr. George Lumorphopoulos, whose house at Chelsea is crammed with priceless Oriental treasure. Part of the walls on which they are painted had to be brought with them. They are to be shown publicly in December.

"A Wonderful Gift."

"The most important acquisition of all," said an official, "is unquestionably the drawing made by Michael Angelo for his painting of Adam on the ceiling of the Sistine Chapel in Rome. It has been given to us by the National Art Collections Fund, aided by a few generous private persons. It is a wonderful gift."

The drawing, which is in red chalk, shows the naked figure of a man reclining. There is no head.

Other new exhibits include the peacock feather plume worn by a Mandarin, four unique, fifteenth century Spanish books, a Francisian manual of the fifteenth century, and the stone head of an Aztec carved before Cortes landed in Mexico.

The journal of Dr. Edward Wilson, who accompanied Scott's expedition to the South Pole, is now on loan to the Museum.

G.B.S.'S SCENARIO.

STILL REMAINS UNWRITTEN.

David Wark Griffith, the cinema director, is inclined to think that George Bernard Shaw's dislike of American films and their makers, as expressed in recent criticisms, may have originated in his rejection of an offer by Shaw to write a scenario for him.

He cites Sir James Barrie as a witness who can vouch for the accuracy of his statement.

The proposal (according to Mr. Griffith) was first made in London in 1917, just after Mr. Griffith had completed arrangements with the British Government to do "some propaganda pictures, and was repeated with persistence at a luncheon given in the movie director's honour.

"I suggested, with due embarrassment, and timidity," Mr. Griffith continues, "that writing scenarios for pictures might not be as easy as it seemed. Mr. Shaw appeared quite convinced that it might be difficult for others but not for him.

"I made other excuses—being fully occupied at the time with my propaganda work—but Mr. Shaw forced matters to a point at which I had definitely to refuse his offer."

Mr. Shaw's Denial.

"These alleged negotiations which are always being reported are pure moonshine," said Mr. Shaw to a *Daily Chronicle* representative who drew his attention to the above cable.

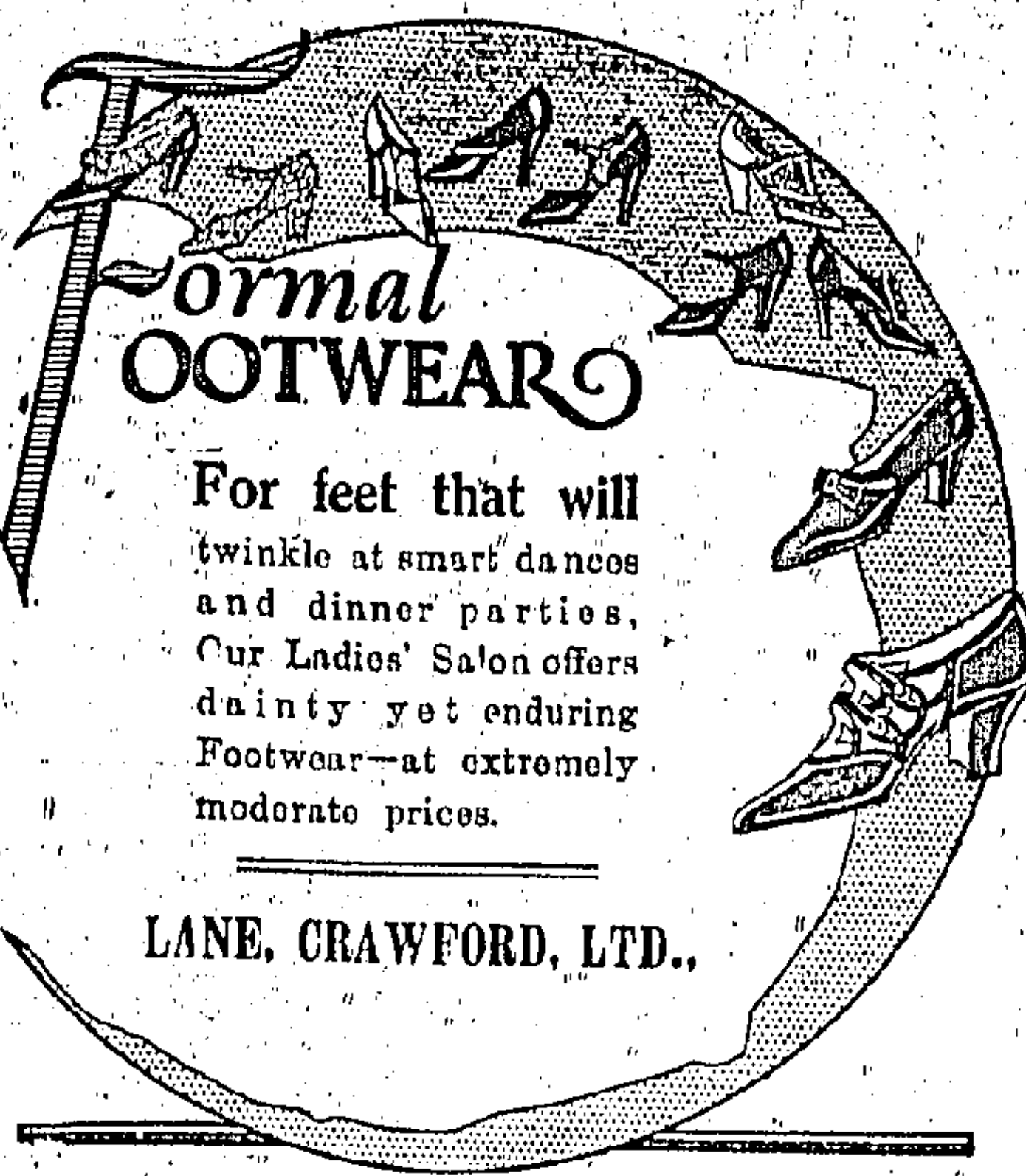
"I cannot understand Griffith at all. Far from me offering to write a scenario I should say without exaggeration that twice a week for the last five years I have had offers from all sorts of people, American and English, begging me to write a scenario for the films. But I have never had time to do so.

"This transaction between Mr. Griffith and myself is purely imaginary.

"If I ever write a scenario, I will write it, and then see what I will do with it.

"I shall have no trouble," added Mr. Shaw enigmatically.

P. C. Edgar Scriven has retired from the Metropolitan Police Force after 25 years' service, of which 21 years had been spent at Finchley, where he was known as "The Horses' Friend." He has brought before the Highgate Bench 1,053 charges of cruelty to animals.



Formal FOOTWEAR

For feet that will twinkle at smart dances and dinner parties, Our Ladies' Salon offers dainty yet enduring Footwear—at extremely moderate prices.

LANE, CRAWFORD, LTD..

SALE OF ROSES.

ST. VINCENT DE PAUL'S ANNUAL POOR DAY.

In its effort to raise funds to carry on its charitable work for the coming year the Society of St. Vincent de Paul, will again make its annual appeal to the public of Hongkong on Thursday, December 2 when it will hold its yearly Sale of Roses.

A special Committee, with Mrs. H. W. Bird as the organiser, has been mapping out the Colony for the drive during the last week, and over 200 ladies, including many Chinese have kindly offered their services.

Acknowledgments.
The Society of St. Vincent de Paul begs to acknowledge the following donations to the funds of the Sale:
Mrs. H. W. Bird\$50.
Mr. V. Sorby\$10.
Mr. M. J. Montargis\$10.
French Convent, valuable gifts.

FOG LIFTS.

SEVERAL ACCIDENTS DUE TO BAD VISIBILITY.

Rugby, Nov. 26.
Several street accidents attributable to the fog occurred before the weather again became clear towards midnight. In most cases only minor injuries resulted, and there was no loss of life.

An express train from Scotland was involved in a slight collision near London, but no one was injured.

The most serious material loss due to the two days of fog was suffered owing to ships being held up at ports, and the visibility in the English Channel was so bad yesterday that some important sailings from Tilbury and elsewhere were suspended.—*British Wireless.*

COAL RESEARCH.

NEW LABORATORY OPENED IN BIRMINGHAM.

Rugby, Nov. 26.
Speaking at the opening of the new Coal Treatment Laboratory in the Minors Department of Birmingham University, yesterday, Colonel Lane Fox, Secretary for Mines declared the main chance for recovery of the British coal industry lay in a scientific application of its great resources. The quality of British coal was generally recognised as the highest in the world.—*British Wireless.*

FATAL LANDSLIDE.

HEROIC EFFORTS TO SAVE VILLAGER'S LIVES.

Nice, Nov. 26.
Over thirty people are dead in the landslide which occurred at Roque Billiere on the 24th inst. An avalanche descended on the village at mid-night. A baker who was working at night and a gendarme who was sick in the hospital, roused the villagers, enabling most of them to escape. The latter ran to the church and rang the bell, awakening the sleepers.—*Reuter.*

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DAKSHIN
HONGKONG
KUALA LUMPUR
MADRAS
MANILA
MELBOURNE
PENANG
RANGOON
SINGAPORE
Tientsin
YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and on terms which will be quoted on application.
Hongkong, 27th May, 1926.

THE MERCANTILE BANK OF INDIA LIMITED.

Capital.

Authorized Capital\$20,000,000
Issued and Fully Paid-up\$10,000,000
Reserve Funds—
Sterling\$4,500,000
Silver\$27,000,000

Reserve Liability of Proprietors\$10,000,000
HEAD OFFICE: SINGAPORE.
Branches, Agencies and Correspondents in the principal cities of the world.
Every description of Banking and Exchange business transacted.
H. L. HUANG, Manager.

THE BANK OF CANTON LTD.

HEAD OFFICE: HONGKONG.

Established 1913
Authorized Capital\$1,000,000
Paid Up Capital\$1,000,000
Surplus Reserve Fund\$700,000
BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Amoy, Hongkong, New York and San Francisco.
Correspondents in all principal cities of the world.

LONDON BANKERS:—
The Lloyds Bank Limited.
Every description of Banking business transacted.
Safe Deposit Boxes in various sizes to be let from \$5.00 to \$40.00 yearly.

LOOK POON SHAN, Chief Manager.
NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
(Netherlands Trading Society.)
BANK.

Established 1824.

Hongkong Branch established 1900.
Authorized Capital Guilder100,000,000
(£12,500,000)
Paid-up Capital Guilder50,000,000
(£6,250,000)
Reserve Fund Guilder50,000,000
(£6,250,000)
Special Reserve Guilder2,500,000
(£312,500)

HEAD OFFICE: AMSTERDAM.
BRANCHES:—Batavia, Bencoolen, Bonaire, Calcutta, Canton, Cebu, Djakarta, Hongkong, Kobe, London, Macassar, Medan, Penang, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Sourabaya (Sole), Tientsin, Yokohama.

London Bankers:—National, Provincial Bank, Ltd.
Correspondents all over the world.
BANKING BUSINESS OF EVERY DESCRIPTION.
J. C. MAASEN, Acting Manager.

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE: HONGKONG.

10, Des Voeux Road, Central, Hongkong.
Authorized Capital\$10,000,000
Paid-up Capital\$5,000,000
Reserve Fund (1925)\$1,200,000

BRANCHES AND AGENCIES:—
Batavia, Bencoolen, Bonaire, Calcutta, Canton, Cebu, Djakarta, Hongkong, Kobe, London, Macassar, Medan, Penang, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Sourabaya (Sole), Tientsin, Yokohama.

London Bankers:—National, Provincial Bank, Ltd.
Correspondents all over the world.
BANKING BUSINESS OF EVERY DESCRIPTION.
J. C. MAASEN, Acting Manager.

SAFE DEPOSIT BOXES to let.
KAN TONG PO, Chief Manager.
Hongkong, 22nd May, 1926.

THE YOKOHAMA SPECIE BANK LTD.

Capital (fully paid up)Y. 100,000,000

Reserve fundY. 50,000,000
HEAD OFFICE: YOKOHAMA.
Branches and Agencies at:
Batavia, Bencoolen, Bonaire, Calcutta, Canton, Cebu, Djakarta, Hongkong, Kobe, London, Macassar, Medan, Penang, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Sourabaya (Sole), Tientsin, Yokohama.

London Bankers:—National, Provincial Bank, Ltd.
Correspondents all over the world.
BANKING BUSINESS OF EVERY DESCRIPTION.
J. C. MAASEN, Acting Manager.

THE YOKOHAMA SPECIE BANK LTD.

Capital (fully paid up)Y. 100,000,000

Reserve fundY. 50,000,000
HEAD OFFICE: YOKOHAMA.
Branches and Agencies at:
Batavia, Bencoolen, Bonaire, Calcutta, Canton, Cebu, Djakarta, Hongkong, Kobe, London, Macassar, Medan, Penang, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Sourabaya (Sole), Tientsin, Yokohama.

London Bankers:—National, Provincial Bank, Ltd.
Correspondents all over the world.
BANKING BUSINESS OF EVERY DESCRIPTION.
J. C. MAASEN, Acting Manager.

THE YOKOHAMA SPECIE BANK LTD.

Capital (fully paid up)Y. 100,000,000

Reserve fundY. 50,000,000
HEAD OFFICE: YOKOHAMA.
Branches and Agencies at:
Batavia, Bencoolen, Bonaire, Calcutta, Canton, Cebu, Djakarta, Hongkong, Kobe, London, Macassar, Medan, Penang, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Sourabaya (Sole), Tientsin, Yokohama.

London Bankers:—National, Provincial Bank, Ltd.
Correspondents all over the world.
BANKING BUSINESS OF EVERY DESCRIPTION.
J. C. MAASEN, Acting Manager.

THE YOKOHAMA SPECIE BANK LTD.

Capital (fully paid up)Y. 100,000,000

Reserve fundY. 50,000,000
HEAD OFFICE: YOKOHAMA.
Branches and Agencies at:
Batavia, Bencoolen, Bonaire, Calcutta, Canton, Cebu, Djakarta, Hongkong, Kobe, London, Macassar, Medan, Penang, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Sourabaya (Sole), Tientsin, Yokohama.

London Bankers:—National, Provincial Bank, Ltd.
Correspondents all over the world.
BANKING BUSINESS OF EVERY DESCRIPTION.
J. C. MAASEN, Acting Manager.

THE YOKOHAMA SPECIE BANK LTD.

Capital (fully paid up)Y. 100,000,000

Reserve fundY. 50,000,000
HEAD OFFICE: YOKOHAMA.
Branches and Agencies at:
Batavia, Bencoolen, Bonaire, Calcutta, Canton, Cebu, Djakarta, Hongkong, Kobe, London, Macassar, Medan, Penang, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Sourabaya (Sole), Tientsin, Yokohama.

London Bankers:—National, Provincial Bank, Ltd.
Correspondents all over the world.
BANKING BUSINESS OF EVERY DESCRIPTION.
J. C. MAASEN, Acting Manager.

THE YOKOHAMA SPECIE BANK LTD.

Capital (fully paid up)Y. 100,000,000

Reserve fundY. 50,000,000
HEAD OFFICE: YOKOHAMA.
Branches and Agencies at:
Batavia, Bencoolen, Bonaire, Calcutta, Canton, Cebu, Djakarta, Hongkong, Kobe, London, Macassar, Medan, Penang, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Sourabaya (Sole), Tientsin, Yokohama.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital\$20,000,000
Issued and Fully Paid-up\$10,000,000
Reserve Funds—
Sterling\$4,500,000
Silver\$27,000,000

Reserve Liability of Proprietors\$10,000,000
HEAD OFFICE: HONGKONG.
COURT OF DIRECTORS:—
Hon. Mr. D. G. M. Bernard, Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
W. H. Bell, Esq., J. A. Plummer, Esq.,
A. H. Compton, Esq., T. G. Wall, Esq.,
W. L. Pattenden, Esq., H. P. White, Esq.,
G. M. Young, Esq.,
Chief Manager,
A. H. Barlow, Esq.

BRANCHES:—
LONDON
BOMBAY
CALCUTTA
CHENNAI
COLOMBO
DAKSHIN
HONGKONG
KUALA LUMPUR
MADRAS
MANILA
MELBOURNE
PENANG
RANGOON
SINGAPORE
Tientsin
YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and on terms which will be quoted on application.
Hongkong, 27th May, 1926.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
Incorporated by Royal Charter, 1882.
HEAD OFFICE: LONDON.
Paid-Up Capital£1,000,000
Reserve Fund£1,000,000
Reserve Liability of Proprietors£1,000,000

Agencies and Branches:
ALOR STAR (Malay States), AMSTERDAM, BANGKOK, BOMBAY, CALCUTTA, CANTON, CHANGHAI, CHENNAI, COLOMBO, DELHI, HONGKONG, KUALA LUMPUR, KOBAY, KOREA, KUNMING, LONDON, MANILA, MEDAN, NEW YORK, Peking, PENANG, PESHAWAR, RANGOON, SHANGHAI, SINGAPORE, SOERABAYA, TIENTSIN, YOKOHAMA.

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

"PYRRHUS" 30th Nov. M'les, L'don, Hull, R'dam & H'burg
"HECTOR" 16th Dec. M'les, L'don, Hull, R'dam & Glasgow
"AUTOLYOUS" 28th Dec. M'les, L'don, Hull, R'dam & H'burg
"AENEAS" 11th Jan. M'les, L'don, Hull, R'dam & Glasgow

LIVERPOOL SERVICE

"BELLEROPHON" 1st Dec. Havre, Liverpool & Glasgow
"TITAN" 18th Dec. Genoa, Havre, Liverpool & Glasgow
"DOLUS" 20th Jan. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via Kobe & Yokohama
"TALYBUIUS" 16th Dec. Victoria, Vancouver & Seattle
"PHILOCTETES" 30th Dec. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"VANOTSE" 17th Dec. New York, Boston & Baltimore
"QANFA" 14th Jan. New York, Boston & Baltimore

PASSENGER SERVICE

"HECTOR" 15th Dec. Singapore, Marseilles & London
"AENEAS" 11th Jan. Singapore, Marseilles & London
"SARPEDON" 9th Feb. Singapore, Marseilles & London
"PATROCLUS" 9th Mar. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight and passage rates and information apply to—

Butterfield & Swire,

Agents.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC TO VICTORIA & VANCOUVER.

STEAMERS	Hongkong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Vancouver Arrive
EMPEROR OF ASIA	Jan. 6	Jan. 9	Jan. 12	Jan. 15	Jan. 24
EMPEROR OF CANADA	Jan. 26	Jan. 29	Feb. 1	Feb. 4	Feb. 13
EMPEROR OF RUSSIA	Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 6
EMPEROR OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPEROR OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPEROR OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPEROR OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPEROR OF CANADA	June 4	June 7	June 10	June 13	June 19
EMPEROR OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPEROR OF ASIA	July 11	July 14	July 17	July 20	July 24

(E/Asia and E/Russia call Nagasaki day after departure from Shanghai.)

CONNECTING SAILLINGS ST. JOHN TO LIVERPOOL.
MONTROSE, February 4 MONTROSE April 2
MONTNAIR, February 19 MONTCLAIR April 23
MONTCAIR, March 12 MINNEDORA May 13

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

BOOKINGS NOW OPEN.

EARLY APPLICATION FOR SPACE IS ADVISABLE.

SPECIAL FARES TO EUROPE
\$120 \$112 \$83

HONGKONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hongkong	Manila	Manila	Hongkong
Dec. 2	Dec. 4	Dec. 5	Dec. 7
Dec. 25	Dec. 27	Dec. 28	Dec. 30

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHECKS
PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Departments: Tel. C 762
Freight and Express: Tel. C 42
Cables: "GACANPAO."
Cables: "NAUTILUS"

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILLINGS SUBJECT TO ALTERATION.
Destination. Steamer. Sailings.

STRAITS & Calcutta	Fooksang	Mon. 29th Nov	at noon.
SHANGHAI via Swatow	Hopsang	Tues. 30th Nov	at 10 a.m.
CANTON	Fookshing	Thurs. 2nd Dec	at 7 a.m.
HAIPHONG via Hoihow	Kwangsang	Thurs. 2nd Dec	at 10 a.m.
TSINGTAU Swatow & S'hai	Kwangsang	Fri. 3rd Dec	at 7 a.m.
STRAITS & Calcutta	Kutesang	Fri. 3rd Dec	at 3 p.m.
SHANGHAI via Swatow	Fookshing	Tues. 7th Dec	at 10 a.m.
BANGKOK via Swatow	Suisang	Tues. 7th Dec	at 10 a.m.
SANDAKAN	Hinsang	Tues. 7th Dec	at 2 p.m.
TIENSIN	Chipsing	Wed. 8th Dec	at noon.
Kobe	Hosang	Thurs. 9th Dec	at 7 a.m.
TSINGTAU Swatow S'hai	Kwangsang	Thurs. 9th Dec	at noon.
BANGKOK via Swatow	Hangsang	Tues. 14th Dec	at 9 a.m.
Kobe	Kumsang	Satur. 18th Dec	at 7 a.m.
TIENSIN via Swatow	Cheongshing	Mon. 20th Dec	at noon.
& Shanghai			
SANDAKAN	Mausang	Wed. 22nd Dec	at 4 p.m.
STRAITS & Calcutta	Lalsang	Thurs. 23rd Dec	at 3 p.m.

For freight or passage apply to—

JARDINE MATHESON & CO. LTD.

Telephone 215, Central

General Managers

M. M. MESSAGERIES MARITIMES

SERVICES CONTRACTUELS.

Mall Steamers Next Sailings: Prob. arr. at H'g. Prob. Sailings from H'gong. from Marseilles. S'hai & Japan. for M'les.

PAUL LEONAT 7th Dec. 21st Dec.
G. METZINGER 8th Dec. 4th Jan. 1927.
AMAZONE 22nd Dec. 18th Jan. 1927.
ANGERS 3rd Dec. 5th Jan. 1927. 1st Feb. 1927.
D'ARTAGNAN

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A. Class 1st Class £99.0.0 B. Class 1st 1/2 Class £85.0.0
Steamers 2nd Class £70.0.0 Steamers 2nd Class £61.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BOATS)

S.S. "Dr. P. BENOIT" from Dunkirk, L'don, Havre is due to arrive about 22nd December.

For full particulars apply to

MESSAGERIES MARITIMES Co.

Phone: Central 740

3, Queen's Building.

ON "TIMETABLE" SCHEDULE

Dollar "President" liners are the first in history to maintain "timetable" schedules for worldwide ocean traffic, comparable to railway schedules ashore. This dependable service enables you to perfect definite travel plans, to count surely on making rail and steamship connections.

Dollar liners in trans-Pacific service offer two sailings each month, reaching San Francisco via Shanghai, Kobe, Yokohama and Honolulu. Dollar liners afford four sailings each month to Manila, thence to Singapore and beyond, round-the-world, on fortnightly schedule.

All outside-caterooms are big factors in Dollar Line popularity. Suites de luxe are such as you would expect on ships that maintain the famous Dollar Line cuisine. Decks and social halls are spacious. You will enjoy travel on these clean oil-burning liners.

TO EUROPE AND NEW YORK

VIA MANILA-STRAITS-COLOMBO-SUEZ-PORT SAID
-ALEXANDRIA-NAPLES-GENOA-MARSEILLES
Thence to BOSTON and NEW YORK

Fortnightly Sailings

Pres. Hayes Dec. 7-8.00 a.m.
Pres. Polk Dec. 21-8.00 a.m.
Pres. Adams Jan. 4-8.00 a.m.

TRANS-PACIFIC SERVICE

TO SAN FRANCISCO, VIA HONOLULU, SHANGHAI,
KOBE AND YOKOHAMA

Fortnightly Sailings

Pres. Taft Dec. 5-10.00 a.m.
Pres. Wilson Dec. 19-10.00 a.m.
Pres. Lincoln Jan. 2-10.00 a.m.

TO MANILA

Pres. Hayes Dec. 7-8.00 a.m.
Pres. Wilson Dec. 10-8.00 p.m.
Pres. Polk Dec. 21-8.00 a.m.

For passenger and freight rates, apply to

Dollar Steamship Line.

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR.
Telephone Central 2477, 2478 & 705.

JAVA-CHINA-JAPAN L.I.N.

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikembang	Batavia	28th Nov.	1st Dec.	Shanghai
Tjikondari	Shanghai	29th Nov.	2nd Dec.	Batavia
Tjikmanok	Java	7th Dec.	10th Dec.	Amoy, S'hai
Tjikboet	N. China	8th Dec.	10th Dec.	Batavia
Tjikarang	Batavia	12th Dec.	16th Dec.	Shanghai
Tjikembang	Shanghai	13th Dec.	16th Dec.	Batavia
Tjikint	N. China	22nd Dec.	24th Dec.	M'kser & Java
Tjikarang	Shanghai	27th Dec.	30th Dec.	Batavia

Via Macassar

Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILLINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF TOKIO" For M'les, L'don, H'burg & Havre ... 13th December.
S.S. "CITY OF GLASGOW" For M'les, L'don, H'burg & Havre ... 13th January.

FARES TO LONDON by above steamers £60.

AUSTRALIA AUSTRAL-EAST INDIES LINE

Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE AMERICAN AND MANCHURIAN LINE

S.S. "CITY OF CAIRO" via Suez Canal ... 3rd December.

S.S. "COLORADO" via Suez Canal ... 31st December.

*The above modern passenger steamer will be despatched as above for Boston and New York via PHILIPPINE ISLANDS, STRAITS, COLOMBO and SUEZ CANAL arriving in New York on or about 29th January. Fares £100 Single First Class. £70 Single Second Class.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK AMERICAN & ORIENTAL LINE

M.V. "WEIRBANK" via Suez Canal ... 2nd half January.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Boira, Qélimaine, Ibo, Port Amélia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—

Telephone.....Central 4701.

THE BANK LINE., LTD.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.

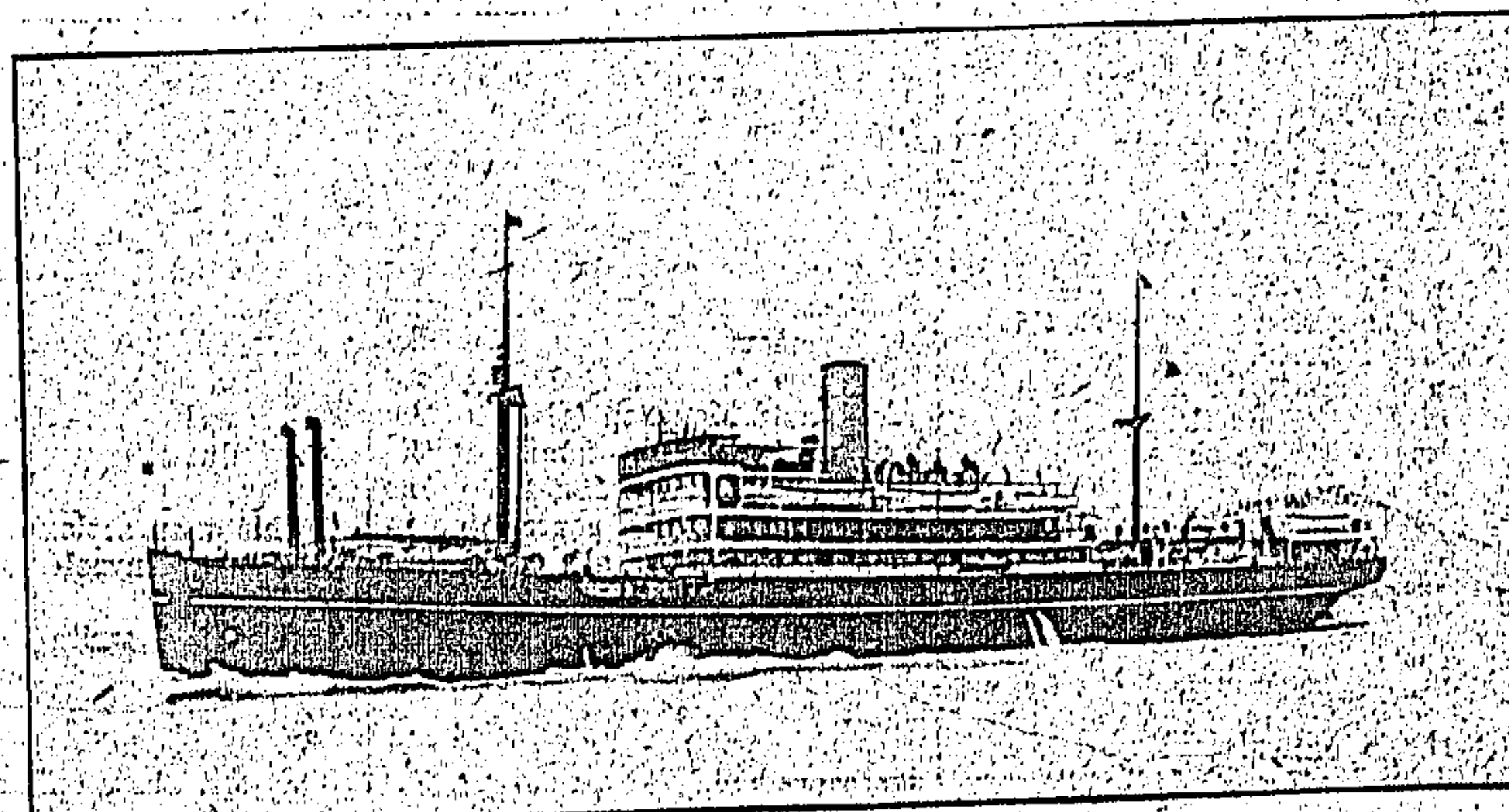
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Code Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's Marconi.

Dock owners, Ship Builders, Marine and Land Engineers, Boilers Makers, Iron and Brass Founders, Forge Masters, Electricians.



S. S. "CHANGTE"

Passenger and Cargo Vessel, Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK Co., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd. Australian-Hongkong Service.

Please address enquiries to the Chief Manager—

R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.
PENINSULAR & ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
DELTA	8,097	9th Dec.	S'pore, P'ang C'bo & B'bay
MAEDONIA	11,089	11th Dec.	Marseilles & London
NELLORE	8,852	23rd Dec.	S'pore, Penang & Kobe
KHIVA	9,135	25th Dec.	M'les L'don A'werp & Hull
MIRZAPUR	6,718	3rd Jan.	M'les L'don H'burg & Rotterdam
NYANZA	7,023	6th Jan.	S'pore, P'ang C'bo & B'bay
MALWA	10,941	8th Jan.	Marseilles & London
KALYAN	9,144	22nd Jan.	M'les L'don A'werp & Hull
DEVANHA	8,155	28th Jan.	S'pore, P'ang C'bo & B'bay
MOREA	10,918	5th Feb.	Marseilles & London
DELTA	8,097	18th Feb.	S'pore, P'ang C'bo & B'bay
KASHGAR	9,005	19th Feb.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail, S. S. C.

BRITISH INDIA-APCAR SAILINGS

TILAWA	10,000	30th Nov.	S'pore, Penang & Calcutta
TALAMBA	8,018	30th Dec.	S'pore, Penang & Calcutta
TALMA	10,000	16th Dec.	S'pore, Penang & Calcutta

*Calls at Port Swettenham.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	4th Dec.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	31st Dec.	Island, Townsville, B'bane.
ARAFURA	6,000	28th Jan.	Sydney and Melbourne.

*Calls at Kolambagan
Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia
The E & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hio, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports on route as indicated on offers.
Frequent connections from Australia with the following:—
The Union S. S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

SHIRALA	7,841	5th Dec.	Sh'hai, Moji, Kobe & Osaka
ST. ALBANS	4,500	7th Dec.	Moji, Kobe, Osaka & Yoko
MALWA	10,914	10th Dec.	Shanghai, Moji & Kobe
NYANZA	7,023	11th Dec.	Moji & Kobe
KASHMIR	8,985	13th Dec.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C. Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Change" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.
VIA MANILA, THURSDAY ISLAND.
Through to all Australian, New Zealand Ports.
SECOND CLASS PASSENGER ACCOMMODATION.
TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails hence on or about
CHANGTE	10th December	17th December
TAIPIING	6th January	14th January
CHANGTE	8th February	15th February

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE,**
Tel. C. 35. Agents.

CHINA NAVIGATION CO.

MELBOURNE & ADELAIDE

via Manila, Hio, Sandakan, Balikpapan & Rahaul.

S.S. "CALULU"

For Freight and Particulars Apply to—

DODWELL & CO., LTD.

Agents.
Tel. No. Central 1080.

HOLLAND EAST ASIA LINE

OF THE

United Netherlands Navigation Company.



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore.

AND
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. OLDEKERK ... 25th December.

Arrivals From Europe.

S.S. GEMMA ... 14th December.

S.S. ZOEMA ... 11th January 1927.

S.S. OOSTERK ... 8th February 1927.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN,

Tel. Central No. 1574 Agents, York Building

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
SIBERIA MARU ... Monday, 29th Nov. at 11 a.m.
TAIYO MARU ... Tuesday, 11th Jan. at noon.
TENYO MARU ... Monday, 24th Jan. at noon.
*Calls Los Angeles

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama
BOKUYO MARU ... Friday, 17th Dec. at noon.
RAKUYO MARU ... Wednesday, 12th Jan. at noon.

MARSEILLES, LONDON ANTWERP & ROTTERDAM via Ports.
ATSUTA MARU ... Saturday, 4th Dec. at 11 a.m.
KASHIMA MARU ... Saturday, 18th Dec.
HAKONE MARU ... Saturday, 1st Jan.

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 22nd Dec. at 11 a.m.
AKI MARU ... Wednesday, 19th Jan. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA
ATAGO MARU ... Monday, 29th Nov.
TAKAOKA MARU ... Tuesday, 14th Dec.
BUENOS AIRES via Singapore, Durban & Cape Town.
KAWACHI MARU ... Sunday, 26th Dec.

BOMBAY via Singapore & Colombo.
TOKUSHIMA MARU ... Saturday, 27th Nov.
SADO MARU ... Saturday, 11th Dec.
KAMAGATA MARU ... Saturday, 18th Dec.

CALCUTTA via Singapore, Penang & Rangoon.
MURORAN MARU ... Wednesday, 1st Dec.
KWAYO MARU ... Thursday, 9th Dec.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Saturday, 18th Dec.
SHANGHAI, KOBE & YOKOHAMA.

MALACCA MARU (Moji direct) ... Monday, 29th Nov.
SUWA MARU ... Monday, 29th Nov.
TAMBA MARU ... Tuesday, 30th Nov.
INDIA MARU ... Wednesday, 1st Dec.

For further information apply to—**NIPPON YUSEN KAISHA.**
Tel. Central Nos. 292, (private exchanges to all Depots).

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 a.m. { Sunday
Sailings from Canton: Daily, at 8 a.m. { No Sailings.

ADDITIONAL SAILINGS.

S.S. "TAISHAN" will leave for Canton on
Tuesday 23rd }
Thursday 25th } at 3 a.m. and from Canton at 3 p.m. same day.
Saturday 27th }

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily.
(Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily.
(Sundays: 4 P.M. only).

SUNDAY EXCURSION.

On Sunday 28th Instant s.s. "KINSHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

Above sailings are subject to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOWES CASTLE" Sails on or about middle Dec.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class £72. 10. 0d. "B" Class £66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "VENEZIA" Sails on or about 9th December.

M.V. "ROMOLO" Sails on or about 6th Jan. 1927.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "ESQUILINO" Sails on or about 10th December.

S.S. "VENEZIA" Sails on or about 7th Jan. 1927.

M.V. "ROMOLO" Sails on or about 4th Feb. 1927.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMZUMBI" Sails from Calcutta End of Dec.

S.S. "UMSINGA" Sails from Calcutta 21st Jan. 1927.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
CARNARVONSHIRE	9 a.m. 27 Nov.	CARMARTHESHIRE	noon 1 Dec.
GLENSHIEL	9th December	L'don, R'dam & H'burg via Oran	
PEMBROKESHIRE	26th Dec.	GLENTARA	29th December
GLENIFFER	6th January	L'don, R'dam & H'burg via Oran	
GLENGOOL	20th January	GLENSHIEL	20th January
GLENAMOY	6th February	L'don, R'dam & H'burg via Oran	

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone: Central No. 215, sub-ex. 23 and 3696.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Kilham & Bucknell S. S. Co., Ltd.)

Sailings from Hongkong.

S.S. "CITY OF CAIRO" ... via Suez Canal 3rd Dec.

S.S. "YANGTZE" ... via Suez Canal 17th Dec.

S.S. "COLORADO" ... via Suez Canal 31st Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE OF THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON JARDINE MATHESON & Co. Ltd., CANTON.

**Sailings Every 12 Days**

Special Through Rates to Europe

SEATTLE & VICTORIA

via SHANGHAI, YOKOHAMA

S.S. "PRESIDENT JACKSON" ... Dec. 6th, 5.00 p.m.

S.S. "PRESIDENT MCKINLEY" ... Dec. 18th, 5.00 p.m.

S.S. "PRESIDENT JEFFERSON" ... Dec. 30th, 5.00 p.m.

FOR MANILA

S.S. "PRESIDENT JACKSON" ... Nov. 28th, 5.00 p.m.

S.S. "PRESIDENT MCKINLEY" ... Dec. 10th, 5.00 p.m.

S.S. "PRESIDENT JEFFERSON" ... Dec. 22nd, 5.00 p.m.

EVERY 12 DAYS THEREAFTER**ADMIRAL ORIENTAL LINE**

Telephone Central 2477, 2478 and 795. No. 4 Des Voeux Road.

Hongkong and Shanghai Bank Building, Ground Floor.

TO AMERICA

Booking made on all Trans-Pacific Lines Through tickets to any destination in United States or Canada.

Through tickets issued via Suez Route and Europe. All tickets issued at tariff rates.

Overland trips through North China, Korea and Japan arranged. Baggage and Accident Insurance.

Carry American Express Travellers Cheques.

For complete information apply,

THE AMERICAN EXPRESS CO., Inc.

44, Des Voeux Road, Central.

Telephone C. 4025.

ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong, places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and Oxidized Silver. Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

Electrical Engineers,

Tel. Central 350. Hongkong.

"PEONY" EVAPORATED MILK

One Taste Will Tell You—You'll Like It.

Ask for it at your dealer's.

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO, ANTWERP, LONDON & STRAITS.

The Steamship

"BENDORAN"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent. All claims against the Underwriter must be presented to the Underwriter on or before the 15th December, 1926 or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 10 a.m. No Fire Insurance has been effected. Bills of Lading will countermanded by,

GIBB, LIVINGSTON & CO., LTD.

Agents, Hongkong, November 22, 1926.

OCEAN STEAM SHIP CO., LTD.

and **CHINA MUTUAL STEAM NAVIGATION CO., LTD.**

Consignees per Company's Steamer "AUTOLYCUS"

From UNITED KINGDOM via SINGAPORE

are hereby notified that the cargo will be discharged into the Godowns at Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at the Godowns. The Cargo will be ready for delivery from Godown on and after 25 Nov. Optional cargo will not be landed prior to steamer's arrival, but carried on from port to the first port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon with the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 1st December will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th Dec. or they will not be recognized.

No Fire Insurance will be effected. **BUTTERFIELD & SWIRE,**

Agents, Hongkong, 25th November 1926.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship

"GENERAL METZINGER"

Consignees of Cargo from Marseilles & also cargo from Havre and Bordeaux ex "Rollon"

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Co. Ltd. Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 12 noon to-day requesting it to be landed here. Bills of Lading will be countermanded by the Underwriter, Goods remaining unclaimed after Tuesday the 30th instant at Noon will be subject to rent and landing charges.

All claims must be sent in to us on or before before the Friday the 1st December, 1926, or they will not be recognized.

All damaged packages will be examined on Tuesday morning the 30th inst. at 10.00 a.m. by Messrs. Doddard and Douglas.

No Fire Insurance has been effected. **J. LIMAGE**

Agent, Hongkong 24th November, 1926.

CHINESE OPTICAL CO.

Refracting and Manufacturing

Crookes Glasses

Kryptok (Invisible)

Bifocals.

Toric Lenses.

Sun Glasses

37, Queen's Road, Central.

HOTELS.

THE HONGKONG
HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL, PALACE HOTEL;
KALEE HOTEL, MAJESTIC HOTEL
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS.
LIMITED.

In 'association' with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIGHTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Telephone Central 373. Telegraphic Address "Victoria."

KOWLOON HOTEL

Premier Hotel in Kowloon

RATES:- Daily \$5.00 Upwards
Monthly \$120.00 do

MODERN TOILET SYSTEM
Elevator and Telephones to each floor.
SALOON BAR & BUFFET.

Manager's personal attention.

Tels: K. 608 & K. 609. Wm. Harold Perry,
Tel. Address "KOWLOTEL" Hongkong. Manager.

Tel. Address: GLENEALY HOTEL. Telephone C. 980.
"Glenealy" Hongkong. 8 & 4, Glenealy (Near Dairy Farm).
A first class Residential and Tourist Hotel. Splendidly situated with
in easy walking distance of all business centres. Large airy rooms. Hot
and Cold water. Excellent Cuisine under the personal supervision of the
Proprietress. Monthly and family rates at moderate terms.
For further particulars apply to: MRS. FREDERICKS,
Proprietress.

PALACE HOTEL.

Tel. Kowloon No. 3. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans through-
out. Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. O'BERRY, Proprietress.

EUROPE

Cables:—
"EUROPE"
Singapore.

HOTEL

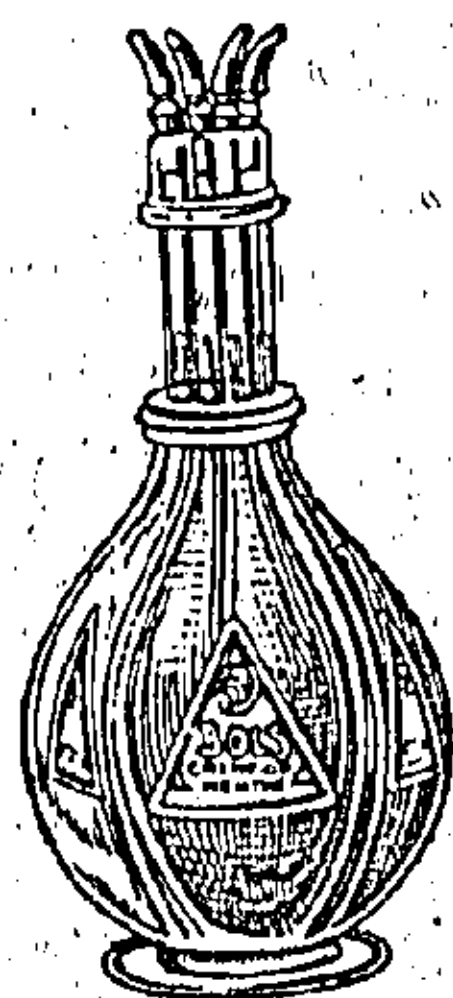
SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL, LTD.

Arthur E. Odell, Managing-Director.

ERVEN LUCAS
BOLS

QUAD DECANTER

Four Liqueurs in
one bottle

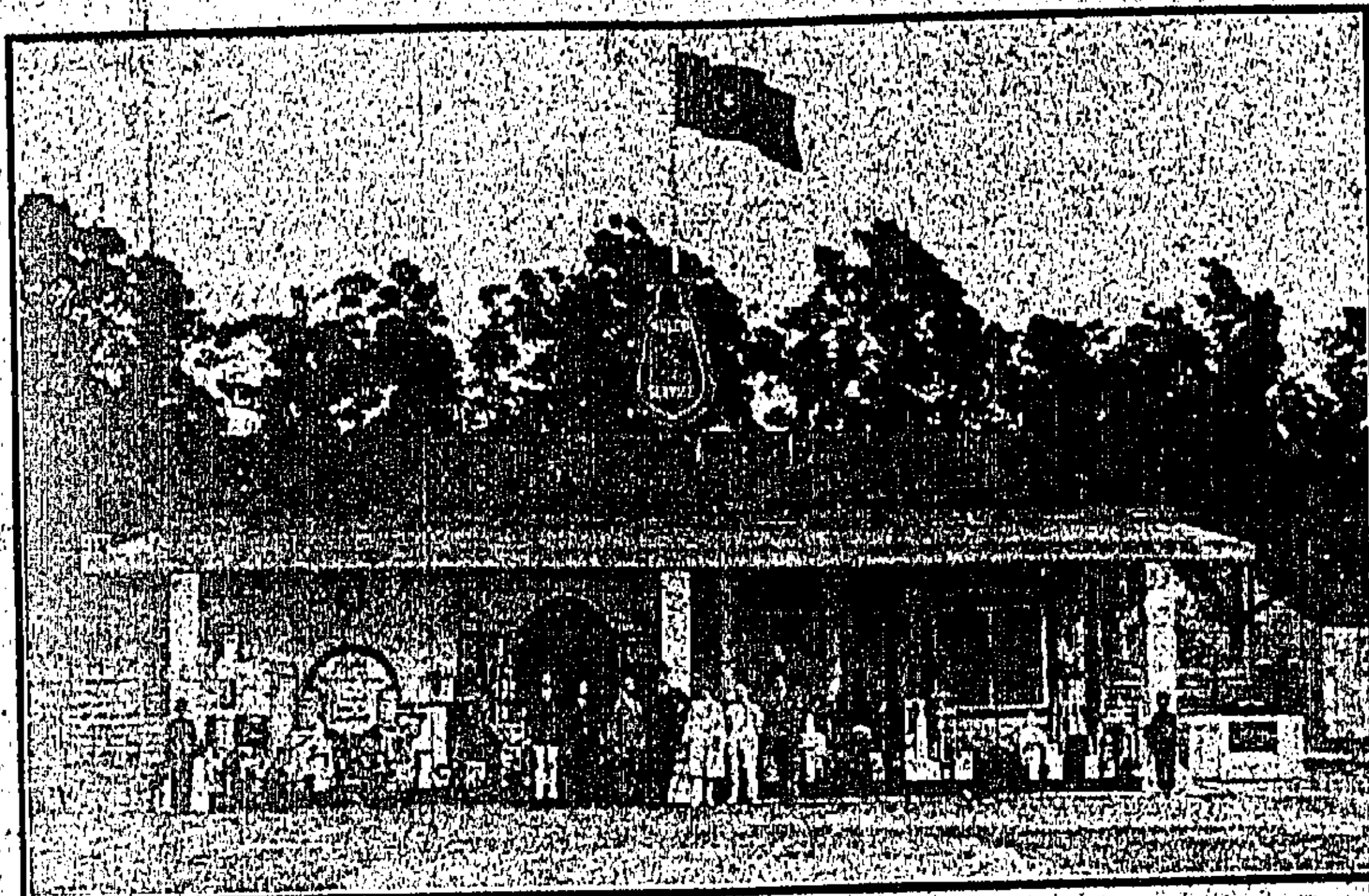
A saving of time
and
A joy to the eye.

CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies Ordinances of Hongkong.)
15 Queen's Road C. Telephone 75 Central.

Take her to the Pictures!

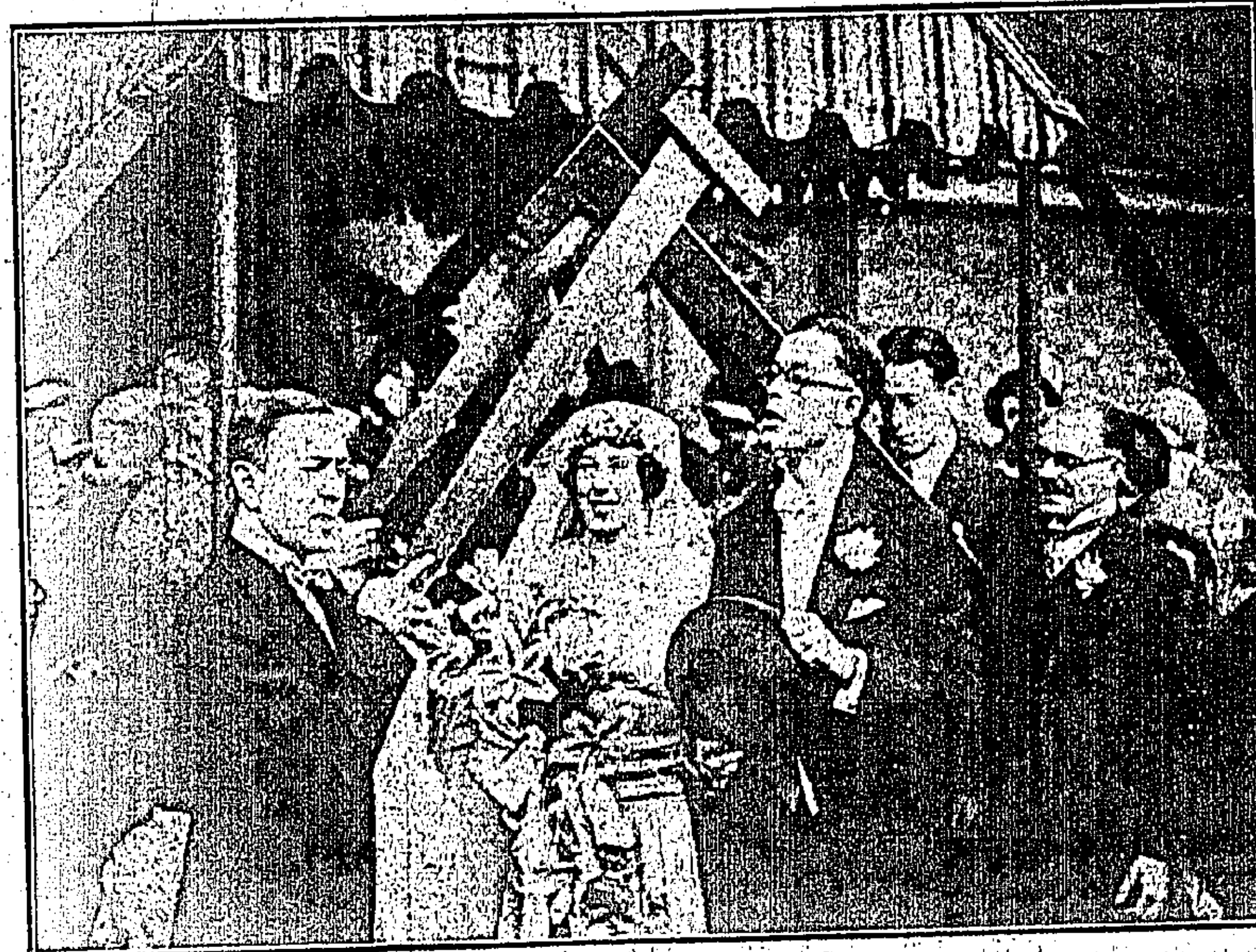
Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

"DO IT ELECTRICALLY."



Above is a picture of the central stand of the Macao Electric Company's exhibit at the Macao Industrial Fair. The display arranged by this Company has been greatly praised by all visitors to the Fair. Some of the appliances and fittings exhibited were kindly lent to Meico by the General Electric Co., of China, Ltd., of Hongkong; also some heating and cooking apparatus by the Westinghouse Electric Co., represented by Messrs. Holyoak, Massey & Co., of Hongkong.

WEDDING ARCH OF T-SQUARES.



A wedding arch of T-squares was formed at St. John's Southwick Crescent for Mr. J. Grey, son of Mr. E. Grey, C.B., and Mrs. Grey, and Miss N. Nickalls, daughter of Mr. and Mrs. V. Nickalls. The bridegroom is a student of the Architectural Association.

ROSE DIAMOND
STOLEN.THIEVES' RAID ON CHATEAU
CHANTILLY.

Versailles, Oct. 16.—Thieves broke into the gem room in the Chateau Chantilly, carried off the famous rose diamond valued as "Grand Conde," formerly valued at ten million francs, and also two daggers, one belonging to the famous Algerian rebel, Abdel Kader, and the other the gift of the Bey of Tunis, also a number of richly jewelled gold ornaments and some miniatures.

The Chateau is situated in a lonely park. The gem room forms the so-called Museo Conde which was bequeathed to the Institute of France by the Duc d'Aumale, and was opened as a public museum towards the end of the last century.

The burglars apparently forced the moat and climbed into the Chateau by a ladder and broke the shutter of the gem-room window.

Ladder Across moat.

The robbery was apparently effected at four o'clock in the morning after the attendants' rounds of inspection.

It is presumed that the thieves brought a heavy ladder on a motor lorry. The drawbridge connecting the park with the wing of the chateau containing the jewel tower was raised as usual, but the thieves threw a ladder across the moat and gained access to the tower, where one kept watch while the others filled their pockets with small valuables.

All the frontiers are being watched to prevent the jewels leaving the country, and a description of the treasures has been telegraphed to all parts of the world.

The French torpedo-boat No. 349 has been wrecked on the coast of Corsica with the loss of two lives.

CHINA AND POWERS.

(Continued From Page 1.)

justice and opportunity to enjoy the fruits of their labours and that a greater degree of alien control might bring them some surcease from their present troubles, is no argument in their minds for the retention of the alien in positions of trust.

The passionate interest in his country's "face," which is the intelligent Cathayan's substitute for patriotism, develops in the bosoms of all but a trifling minority the same unreasoning want which is the motive power behind Mr. Koo and Mr. Chen.

SCOWLS AND HATE.

When there seems a chance that China may rival other great nations in efficiency, orderliness and prosperity, manifestations of anti-foreign feeling fade away and our Chinese friends come to us beaming and rubbing their hands, as much as to say: "There, look at us and tell us whether there is any reason for foreign fleets in our waters, extraterritoriality in our country, or foreign administered communities in our ports." When things are going badly, however, our Chinese friends scowl at us and the sight of such places as Hongkong, Shanghai and Dairen, happy, prosperous, cases in a howling wilderness, stir the patriot to burning wrath. The existence of these orderly refugees engenders nothing but hate in those who take refuge in them, growing in intensity as the contrast between them and the surrounding wilderness is more striking.

Residents of Wembley have raised or promised £11,000 towards the £12,000 required for the erection of a local hospital, the foundation stone of which will be laid next month. Nearly £1,000 has been raised by a "sixpence a month" scheme and over £300 by collecting boxes.

HOW TO MAKE THE
MOST OF LIFE.ADVERTISEMENT AS AN
INDEX FINGER.

"Advertising is in its infancy," declared Sir Charles Higham to advertisers at the Caxton Hall.

The more British firms advertised in newspapers, he said, the more they reduced their selling cost, and ultimately the goods became cheaper to the public. Of the many things that should be advertised the following were a few:—

To create a better spirit in industry;

To teach people to be more hygienic; to be cheerful;

To spend or save money and not to keep it idle in their pockets;

To appreciate good music and the finer things of life;

To prove the advantage of buying the identified trade-marked article;

To explain the disadvantage of having too many lawyers in Parliament.

To teach people the advantages of living in the country;

To tell people to go to the cinema and to the theatre; and

To explain the joy of work.

These things, he asserted, would undoubtedly be advertised sooner or later.

Near the Aiguille Verte, in the Mont Blanc range, a rucksack has been found, and identified as that of the brothers Moyendorff, two young Russian climbers who disappeared during a snowstorm in August, 1924. Despite her age, the mother of the young men has climbed to the place near which her sons are presumably lying in the glacier.

This everlasting dagger-in-hand business is bringing ruin on us all; this yearly squabble, this annual row, makes us the laughing stock of the world.—Mr. Frank Hodge.

Entertainments.

TO-DAY ONLY!



QUEEN'S

HOBART BOSWORTH
CULLEN LANDIS
PERCY MARMONT
EVA & JANE NOVAK

in

THE MAN LIFE PASSED BY

5.15 and 9.15 p.m. only at

WORLD

NORMA TALMADGE

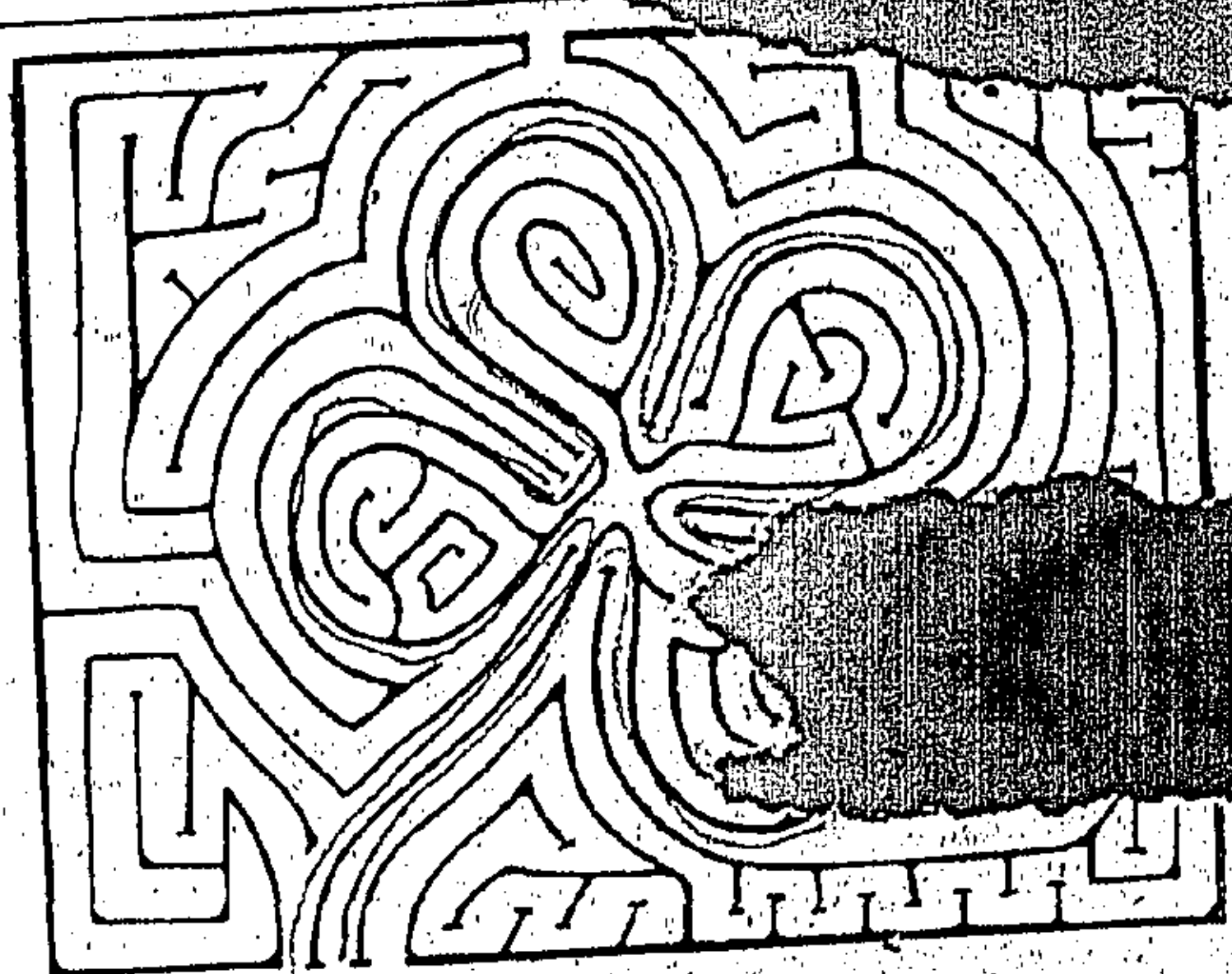
in

THE SONG OF LOVE

STAR

THE MYSTIC MAZE

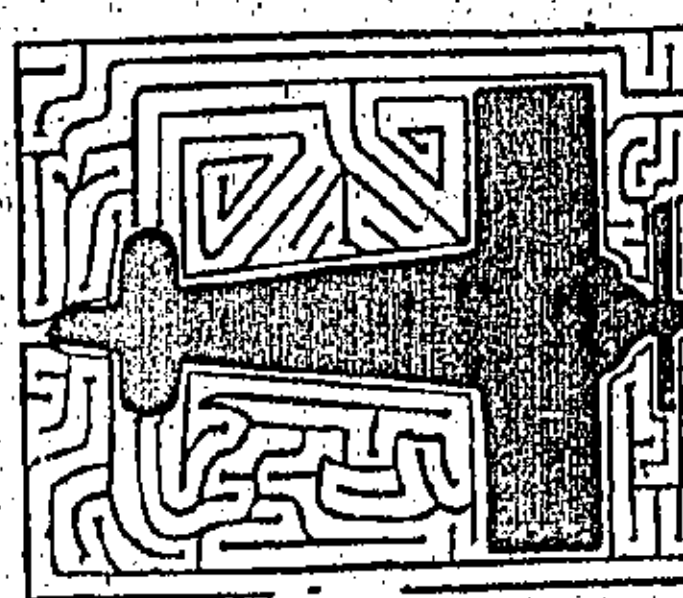
By W.A.L.



A picture is concealed in this mystic maze.

To find the picture you must first solve the maze puzzle. Take a pencil and start at one of the entrances. Try to find a course that will lead you through the twisting passages and out again without crossing any barriers. There is only one correct route through the maze. When you have discovered it you will find that you have made the outline of a picture. Fill in the picture with pencil and the result will be a perfect picture in black.

Last Saturday's picture—The Aeroplane.



A BY-ELECTION.

SEAT RETAINED BY
CONSERVATIVE

London, Nov. 26.
A by-election at Howdeshire resulted:
Mr. Carver (Conservative) 10,653.

Mr. Linfield (Liberal) 6,668.
Mr. Kneeshaw (Labour) 2,318.
It was occasioned by the Hon. F. S. Jackson's appointment to the Governorship of Bengal.—Router.

STREET BATTLE.

BOOTLEGGER GANGS FIGHT
WITH MACHINE GUNS.

Chicago, Nov. 26.

Two gangsters and a bystander were wounded in a machine gun battle in the Chicago streets, while a building at Harrisburg was dynamited and riddled with bullets as a result of renewed hostilities between rival gangs of bootleggers.—Router's American Service.